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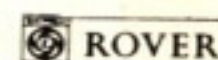
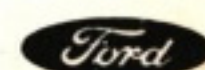
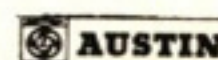
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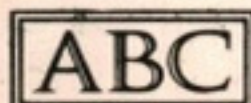
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Unlucky for some—especially the British Opel importers. Their No 13 after the rigours of the two shunts at the recent Michelin test days at Silverstone.



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AUTOSPORT, MAY 31, 1973

EDITORIAL

Saloon changes

The decision to make next year's British Touring Car Championship for Group 1 cars is most welcome news. Group 2 racing has been most disappointing this year with uninspiring racing dominated by ridiculously expensive racing cars. On the other hand, production racing has brought a new lease of life into saloon car racing with highly spectacular and exciting racing.

One very welcome aspect of making Group 1 the championship next year is that up-and-coming drivers who have shown considerable ability at national championship level but have been unable to afford moving in to the British Group 2 series, will be able to contest next year's big saloon series. At the same time the already established names currently gracing production saloon car racing are anxious to return to international level. Whether any of the established stars from Group 2 racing will switch to Group 1 is disputable, but with the FIA regulations—which the major championship will be run to—stipulating which racing tyres will be used, the Group 2 drivers' main point of contention is overcome. Apart from its much better racing and the introduction of new names to the international scene, production saloon car racing has brought in many new cars previously unseen in saloon car events and has brought in interest from manufacturers.

While FIA Appendix J Group 1 regulations are slightly more relaxed—in sensible areas—than this year's British production saloon car formula, a class of racing and two sponsored championships for "showroom" type cars will still exist at national championship level. The RAC will issue these regulations and they are expected to be similar to this year's although the road tyres that can be used must be the same as stipulated on the original model—which will put an end to the current unsatisfactory situation regarding the Michelin Xs—and there will be a 4-litre capacity limit to exclude the American cars.

At the other end of the scale, the major championship will have classes by capacity—as per Appendix J—rather than by price and the promoters have agreed to make the smallest class up to 2-litres while the club championships will still cater for the Escort Sport and Moskvich type of entry with their price divisions. That too seems a sensible decision, for at an international meeting there won't be room to run more than one race so the grid should be filled with the most competitive runners.

British saloon car racing at international level should be restored as a major attraction next year instead of the rather boring affairs which currently support international meetings. All we need now is for the RAC to announce the championship officially as soon as possible, backed by a large, lucrative sponsor with at least 15 rounds in the series.

our cover picture

Production saloon car racing has provided some fabulous racing this year. In this picture, taken at Brands earlier this year, last Monday's Snetterton winner Richard Lloyd (Camaro) leaves Druids side-by-side with Gerry Marshall in the ShellSport Luxembourg BMW Si.

Photo : Gerry Steam

Tour of Britain entries announced

The entry list for the Avon Motor Tour of Britain was announced this week and the maximum number of entries has been increased from 80 to 100 to accommodate the fabulous field of Group 1 cars which will be contesting this rally/race on July 6, 7 and 8.

The over £1500 category has produced 30 of the entries including 3-litre Capris for Roger Clark, Gordon Spice, Dave Matthews, Chris Craft (for Jeff Uren), Adrian Royd, Mike Crabtree, Andy Dawson and Rosemary Smith while Vern Schuppan and Mike Hibbert will be using 3-litre Consul GTs. BMW's opposition comes from Tony Lanfranchi, Roger Bell and Mike Wooley in 3-litre SIs, while Chris Sclater and Mike Chittendon run 2002 Tiis.

Richard Lloyd and Les Leston have their two Camaros entered, while Howden Ganley takes the wheel of a Citroen SM and John Handley and Stan Clark have their usual 2-litre Alfas, joined by a Belgian Jean-Pierre Magalhaes. Mike Howells' Rover 3500S is among the rest of the assorted entry in the most expensive class.

In the £1,050 to £1,500 category, no less than 40 cars appear on the entry list. The Team Datsun Baker Street line-up of 180B Bluebird SSSs is most formidable, comprising Graham Hill/David Benson, Frank Gardner/John Davenport and Tony Fall/Mike Wood. Other leading entries in this category include Bernard Unett/Brian Coyle in the works Hunter, Colin Malkin's Avenger GT, Firenz for Barrie Williams, Peter Harper and Dennis Thorne,

Stovin-Bradford's Hunter, and Mexicos for Rod Mansfield, Vic Preston, Ted Worswick, George Hill, Tony Dron, Gill Fortescue-Thomas and Bob Bean. Stuart McCrudden teams with Max Aitken in an Evening Standard-supported Cortina 2-litre GT, while other leading runners include Frank Pierson's Opel Ascona, Peter Warren's Audi 80, Richard Hudson-Evans' Peugeot 304 S, Dan Margulies' Avenger, John Rhodes' Fiat 128 Rally and Alison Davis/Sheila Scott in a Fiat 124ST.

Ivan Dutton's Escort Sport heads the £800 to £1,050 class, where there are 20 runners and six reserves. Alec Poole's Datsun 1200 can be expected to give plenty of opposition, while Escort Sports are also handled by Paul Faulkner, Holman Blackburn and Nick Brittan. Other contenders include Phil Cooper's BLMC 1300, Jean Denton's Fiat 127, Simon Kirkby and Jenny/Graham Birrell in Simca Rallyes and Mac Ross' Mini Clubman. Finally the up to £800 class features eight Moskvich 412s against a single Mini with Bill McGovern, Eric Horsefield and Peter Jopp spearheading the Moskvich attack.

Certainly a superb entry from both the rallying and the racing world for the BRSCC's very ambitious event. After starting at Melksham, Wiltshire on Friday, July 6, the event will incorporate races at Llandow, Oulton Park, Silverstone, Snetterton (night racing) and Brands Hatch as well as at least seven special stages.

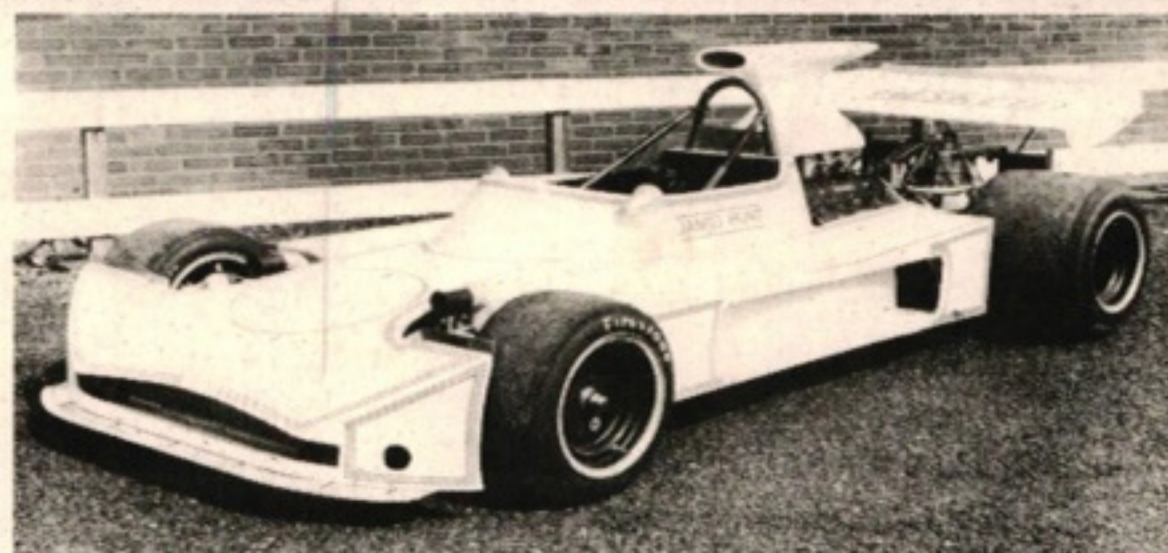
This is the Michelin X tyre which is currently causing a lot of fuss in G1. It has appeared on the Alfas and Lanfranchi's BMW. Cornering capabilities are vastly improved but their legality for G1 is being sorted out at the moment.



G2 Toyotas

The Nürburgring six-hour European Touring Car championship event which will be held on July 8 looks as though it will provide the most varied and exciting entry yet. Two manufacturers will be introducing new cars to the championship at the race, Toyota and Alfa Romeo. Both will be contesting the 2-litre class, Toyota with the Celica and Alfa with the Alfetta. This will be the first race by Toyota in a big programme which they are planning for saloon car events. European drivers will drive the cars although 'Ring specialist Richard Scott is the only known driver so far.

● Strakers of Wimbledon, Ford Rally Sports dealers of one year's standing, have undertaken to sponsor Tony Dron's Mexico in the Motorcraft series this year. The car's first appearance was at Brands on Sunday, where he finished eighth after a contretemps with Mike Crabtree, while at Snetterton he stayed out of trouble to finish fourth.

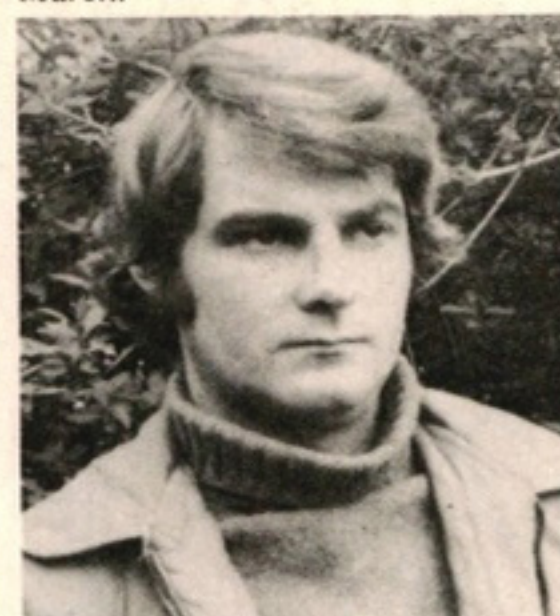


Hesketh's F1 March

Hesketh Racing announced at the beginning of this week that they will be running a brand new March 731 F1 car in all the remaining Grand Prix this year not a Surtees TS14 as originally planned. Negotiations with March have been in hand for a couple of weeks and the car has already been delivered and tested. Its first race will be at Monaco this weekend.

James Hunt drove the car for the first time at Silverstone last Thursday and recorded 1 m 18.5 s which Bubbles Horsely reported

Harvey Postlethwaite — quits March.



as "very encouraging." It will be remembered that Hunt's previous F1 experience consists only of the Race of Champions this year when he scored an excellent third place.

The car is being run by Hesketh Racing with support from the March factory. Joining the Hesketh team to look after the F1 development is Harvey Postlethwaite, the former Clubman's sportscar driver, who for the past two years has been chief development engineer at March. Also joining the team is former Surtees F2 mechanic Malcolm Bowden. The Hesketh 731 will be the fourth March F1 car to join the GP circus following the announcement last week that David Purley would run an LEC sponsored car alongside the works STP car of Jean-Pierre Jarier and Mike Beuttler's Clark Mordaunt Guthrie Durlacher car.

At the moment it is uncertain whether Hesketh Racing will continue to run their Surtees TS15 in any of the remaining Formula 2 championship rounds. They have had a great deal of trouble with the car since their promising debut at Mallory Park and it is possible that the team will have a different car if they decide to continue in F2.

Wella team

Wella for Men, the Basingstoke hair dressing manufacturers who are sponsoring the BARC FF championship this year, introduced their two drivers in their own series this year at nearby Thruxton on Monday. Leading the onslaught in the Wella Rader KG1 (the Neas-den prefix now being dropped) is estate agent Roger Finch, while actor brother Jon, a star of the film *Lady Caroline Lamb*, will take over when film commitments allow.

So determined is Jon to race, which he can't while under contract to film, that he has refused all acting work for some months to concentrate on his driving. So far the team have been unlucky, being involved in someone else's accident at Brands Hatch, and having handling problems at Thruxton.

Jody cuts F2 plans

Jody Scheckter, who is currently leading the L&M F5000 series in America has decided to cut down on his European commitments. As well as the F5000 contract with Sid Taylor, Scheckter is also due to drive F1 for McLaren, G2 for Ford and F2 for Rondel.

Following discussions between Rondel and McLaren it has been decided that a full F2 programme for Scheckter would be impossible with his multitudinous commitments, particularly with all the trans-Atlantic travel involved and so he has cut his F2 programme drastically.

He will drive the Rondel Motul in selected events when he can but the schedule has yet to be decided.

G1 championship confirmed

A sub-committee of the RAC Competitions Committee last week unanimously approved the proposal to make next year's British Touring Car Championship for FIA Appendix J Group 1 cars, and the matter will now be brought before the RAC Competitions Committee meeting when the proposal is expected to be passed.

The British Touring Car Championship will be open to all Group 1 cars homologated by the CSI and it is expected that there will be three capacity classes: up to 2000 cc; 2001 cc to 3000 cc, and over 3000 cc. All appendix J regs will apply, including the use of racing tyres.

At the club level, the RAC production saloon car regulations will be maintained; the classes by price and a maximum capacity limit of four litres (while the big cars are permitted in the big championship to the exclusion of smaller class cars, it is appropriately the other way round in club championships). There is expected to be further tightening up of road tyre regulations for the club formula—for which there will

again be sponsored championships—with a recommendation that only the tyres specified on that particular model when bought in the showroom can be used.

Comment on the Group 1/2 changes as the RAC championship for next year brought varied reaction from the Group 2 competitors at Thruxton on Monday. One noted driver who has driven Group 1, thought that Group 2 was in such a diabolical state that it should be changed, whilst another driver considered the G2 spectacle to be one of the best in saloon car racing. There was criticism too for the RAC for not offering sufficient prize money, and also for selling out so quickly on Group 2 instead of trying to improve it. Parallels were drawn with European G2 national championships, to which many British drivers travel, but how many of their drivers come over here? The RAC had killed off Wiggins Teape as a sponsor by asking too much money, and had now killed off Group 2 through lack of prize money, some felt.

Chapman's dilemma

The Italian authorities dropped a bombshell last Saturday when they announced that Colin Chapman was to be charged with manslaughter following the death of Jochen Rindt in practice for the Italian GP in 1970. The Italians are alleging that the accident was caused by a broken front brake shaft, the design of which Chapman was nominally responsible for. In Italian law accidents do not just happen and the authorities tend to persist for years in trying to find a culprit.

Following the fatal accident to Wolfgang von Trips in 1961 the police were constantly questioning Clark and Chapman trying to pin the blame on somebody, which of course they failed to do.

The latest changes come as a surprise as Chapman has been allowed back into Italy since the accident with an assurance that he would not be charged. The first year after the accident however only the turbine car was sent in different colours and under a different entrant.

The wrecked Lotus was impounded in Italy after the acci-

dent and has not been released since. Nobody from Lotus has been able to inspect the car at all and all the investigations have been carried out solely by the Italians. Investigations into similar brake shafts in England proved that they were easily adequate for the job.

The charges against Chapman must raise doubts in all designers and team managers minds about the future of racing in Italy. Obviously every team does all that is humanly possible in the design and preparation stages to make sure nothing breaks, yet there is still every chance that something could happen at any time, which is one of the recognised dangers of the sport. If there should be any such occurrence or even driver error which resulted in a fatality can any one in charge of design or running a team lay themselves open to criminal charges and heavy jail sentences? It would seem wrong that teams should go to race in Italy with this prospect in mind and a statement from the constructors about future events can be expected soon.

Indianapolis postponed

Indianapolis, which was due to be held on Monday had to be postponed until Tuesday. The race was initially held up for four hours due to high winds and heavy rain, but when it did eventually get under way there was a huge shunt as the 33 cars went into the first turn. Walt Walther's McLaren, which was in the middle of the sixth row of the grid, careered across the track

and slammed into the retaining wall. The car burst into flames as eight other cars piled into each other. Walther was pinned under his car for several minutes before being rescued and rushed to hospital where he was reported to be in a critical condition with multiple burns. Two other drivers, Mike Hiss, last year's Rookie-of-the-Year award winner, and John Martin were also treated for burns.

Monaco passed fit

The revised Monaco GP circuit was inspected last Friday for two and half hours by CSI delegate Dean Delamont and GPDA representative Jackie Oliver in the presence of Michael Boeri, president of the Automobile Club of Monaco. Following the inspection the track was pronounced fit for the GP and F3 race this weekend.

The modifications to the circuit started at the end of 1972 and have been watched carefully by CSI secretary Claude le Guezec who made a preliminary inspection in April. The circuit will be different in three places this year. First the famous tunnel has been pulled down prior to a new one being built and for the first time the drivers will not have the tricky light and surface changes to cope with. The modifications to the outline of the circuit occur on the water front. The straight between Tabac corner and the Gasworks hairpin will now have a couple of corners in the middle as the cars turn left halfway down and go round the big swimming pool before coming back right again towards the hairpin which has also been modified to make it less tight and rather quicker.

The organisers who have come in for a great deal of criticism for their handling of the meeting over recent years, have taken steps to improve the standard of organisation this year. Former F2 driver François Mazet has been training 200 marshals over the past few weeks and a great improvement is expected in this department.

As always Monaco attracts the very best F1 entry as teams and drivers strive to make an impression in front of current and potential sponsors who all turn up in their thousands and create one of the world's major social occasions of the year, the actual race being of seemingly secondary

importance.

Last year of course the race was run in streaming wet conditions; this year with it being a month later in the calendar hopes will be high for a dry weekend. For genuine racing fans the interest in the race will obviously be the continuing Tyrrell/John Player battle. Jackie Stewart has won twice at Monaco already and must start as favourite to win the race for a third time and take his tally of wins to 25 equalling Jim Clark's record. His team mate François Cevert, who seems every bit as quick as Stewart at the moment, will also be keen to do well on what is virtually home ground. Neither Emerson Fittipaldi nor Ronnie Peterson have ever won at Monaco but last year Emerson was quickest in practice while Peterson chased Stewart for the lead in their classic race in 1971. Ronnie's had more pole positions than anyone else this year but is still seeking his first F1 win while Emerson will be anxious to maintain his points lead. It all adds up to a very interesting situation.

The Yardley McLarens of Denny Hulme and Peter Revson can never be discounted either, while Carlos Reutemann's current form in the works Brabham BT42 must give him a good chance. All the other usual runners will be there of course plus two GP debutants, David Purley and James Hunt in their respective LEC and Hesketh sponsored March 731s.

The traditional F3 will be supporting the GP and the event will count towards the John Player Championship. For the first time this year all that is best in Britain and Europe will be meeting and the two heats and final promise to be tense in the extreme. All the usual British competitors will be there plus Bob Evans in a new March 733 in STP colours and Jacques Coulon in the second DART-GRD.

Zolder: Le Guezec explains

Claude le Guezec of the CSI has informed us that the inspection of Zolder circuit for the Belgian Grand Prix was carried out two months before the race when the CSI and GPDA inspector gave the organisers an opportunity to have everything finished in time.

When Monsieur le Guezec later inspected the circuit with Emerson Fittipaldi on May 8th, "I told the people we could not agree to hold the race. I found the circuit in an unacceptable situation." As it was too late to go to another track, the organisers were given another opportunity before le Guezec and Fittipaldi were due to inspect the course again on May 14th.

"When I went back on Monday, May 14th," le Guezec continued, "Emerson Fittipaldi did not turn up when I was to walk around the circuit and make my inspection. I walked around the track and when I came back to

the pits I told the organisers that I'm sorry but I would give notice to cancel the race. I told them it was impossible to give them permission to stage the race."

Then Denny Hulme arrived at the circuit and the two of them inspected again and Hulme was of the opinion of giving them another chance. Then Fittipaldi arrived and "he was of the same opinion, so we gave the organisers another chance with the agreement that if the track broke up on Friday after practice, the race would definitely be cancelled."

Le Guezec concluded that "the organisers did not fulfil that agreement for the track broke up on Friday and the race wasn't cancelled." The CSI secretary was commenting on criticisms lodged in our editorial, when the governing body was blamed for the Zolder farce.

Alpine wins Arras inaugural

After Castellet and Dijon, now Croix-en-Tenois. The new circuit, situated some 20 miles from Arras in northern France, held its inaugural meeting last weekend, when, appropriately enough, the Alpine A440 2-litre sports car of Jean-Pierre Jabouille won the main race.

Although at the moment a mere 1.9 km in length, the circuit abounds with the latest safety measures including wide run-offs with double layers of chicken wire in places. The paddock, unlike most British circuits, is hard tarmacadam, and behind the pits there are covered garages to accommodate the cars and personnel. The press office and public address are of the first order.

For the Grand Prix d'Inauguration the organisers assembled a small but select field of 2-litre prototypes to race in two 40-lap heats, a distance of some 100 miles. Two Frenchmen occupied the front row positions, Jabouille with the V6 Alpine lapping in 54.4 s with Jean-Louis Lafosse (Lola T292) just 0.1 s slower. On the second row were Guy Edwards (Barclays Lola-Richardson BDA) in 55.2 s and Dave Walker (55.3 s), having his first race with the DART GRD-BDG.

Jabouille—his Dieppe-built Alpine benefiting from much testing at the track—and Edwards made the best starts in the first heat, but Lafosse managed to force his way through, almost causing an accident. This incident and later baulking of Edwards was to cost Lafosse a minute's penalty and a public warning, after which Lafosse apparently stormed off and was not seen again.

Jabouille began to pull out a lead from Edwards and Lafosse, with Walker and Hervé Bayard (Lola T292) battling for fourth. But with only five laps of the race run, Edwards' Lola sheared a driveshaft, leaving Lafosse in a comfortable second on the road. The Alpine eventually finished 18 s ahead on the road, but after Lafosse's penalty he



Jean-Pierre Jabouille—scores first A440 win at Arras.

dropped from second to fifth. Bayard was therefore third, followed by Walker and Jorge Obermoser in another GRD S72.

In the second heat Jabouille won almost with ease, while Walker this time got the better of Bayard but still finished third overall.

INTERNATIONAL DIARY

May 31/June 2
Semperit Rally, Austria (European Rally Championship for Drivers, round 13).
June 2
Monaco, Monte Carlo (John Player Formula 3 Championship, round 5).
June 2/6
Scottish Rally, Great Britain (European Rally Championship for Drivers, round 14).
June 3
Monaco Grand Prix, Monte Carlo (World Championship for Drivers, Formula 1, round 6).
Imola, Italy (European Championship for Makes of Cars up to 2 litres, round 3; and European Championship for Grand Touring Cars, round 3).
Mantorp Park, Sweden (European Championship for Touring cars, round 3).
Berchtesgaden, Germany (European Hillclimb Championship, round 4).
Mid-Ohio, USA (L&M F5000 Championship, round 4).
Mason Dixon 500, Dover (USA NASCAR).
June 9/10
Le Mans 24 Hours, France (World Championship for Makes, round 8).
June 10
Nivelles, Belgium (European Championship for Formula 2 Drivers, round 7).
Mosport, Canada (CanAm Challenge Cup, round 1).
Wunstorf, Germany (F3, G2, G4).
Lone Star 500, Bryan College, USA (NASCAR).

WEEKEND SPORT

CADWELL PARK

A round in the Shell-Gregor Grant clubmen's sports car championship brings Noel Stanbury (Gryphon), Richard Mallock and Vernon Davies (U2) and Barry Foley (St Bruno) to the exciting Cadwell Park circuit this Sunday, with more leading entries from Brian Husbonds, Mike Sales, Martin White and Creighton Brown.

There's hordes of Formula Ford cars including entries from Peter Harrington, Pato Nunez, Pete Clark, Richard Hawkins, Tiff Needell and Richard Jones. Spencer Elton's Brabham BT30 and a number of Formula 3 cars are included among the *formule libre* contenders and Andrew Talbot's very rapid Triumph Spitfire makes an appearance in the mod sports race.

The special saloon race should provide plenty of interest with entries including Tony Sugden and Derek Huntley in Escorts, Simon Kirkby's BMW, Geoff Wood's Vita Mini Ford and Alex Clacher's Imp.

MALLORY PARK

The 7-litre Corvette Sting Rays of Harry Phillips and Rhoddy Harvey-Bailey face Brian Hough's TVR Tuscan, John Pearson's plastic XK120, the E-types of Brian Murphy and David Moore, the 1760 cc Ginetta of John Absalom and the Elans of Jon Fletcher and John Evans in the big mod sports race which is included in the Nottingham SCC's excellent eight-race programme at Mallory Park this Sunday. There's another packed modsports race too, which is headed by Roger Cowdry's Ginetta G15.

The *formule libre* race includes Jim Moore and Chris Oates in McLaren M10Bs, Ian Stronach's Kincraft, Lol Hopkins' CanAm BRM, Arthur Moore's Brabham

BT36 and Ian Mawby's Lotus 69, while two packed FF fields include entries from Peter Orlando, Chris Woodcock, Keith Garratt and Terry Horrocks. Turning to clubmen's sports, there's a good turn-out in this race too with notable entries from Peter Evans, Malcolm Jackson, Rob Cochran and Richard Cresswell.

Completing the programme are two special saloon races with Doug Niven's Boss Escort expected to make an appearance in the larger race while Dennis Nott has a Chevrolet engine installed in his Escort and in the 1-litre race Ray Edge and David Wragg in Mini-Fords promise to be leading contenders. First race starts at 2.30 pm.

BRANDS HATCH

Major attraction at London CC's annual Brands meeting this Sunday is a 75 m race for saloon cars which incorporates a handicap system of compulsory pit-stops with sponsorship from Oxfam and Lex Motors Group. Pit crews' duties at the pit stops include inflating a tyre, changing a wheel, replacing spark plugs and removing and replacing a rotor arm. Local aces Bernard Bird and Ray Calcutt are leading entries for this marathon.

There's a more usual special saloon race for up to 1-litre in the Kent Messenger championship, which includes Calcutt, Ryan Lee, Mo Mendham and John Walsh while a round in the Townsend Thoresen FF championship brings out Rob Wicken, Richard Morgan, Frank Hopper, Bob Arnott, Roger Manning and Stephen South. Completing this seven-race programme are rounds in the Charles Spreckley thoroughbred production sports car series; and in the 750, 1200 and Monoposto Championships. First race starts at 2 pm.

LYDDEN

TEAC have nine races planned for their clubmen's meeting on the small Kent circuit of Lydden this Sunday with the Mini 7 championship contenders being split into two heats and a final, the races feature FF, clubmen's/mod sports, Mini Miglia and special saloons. The first event starts around 2 pm.

CATCHPOLE

By Barry Foley



PAGE TOURS

LE MANS

June 9-10

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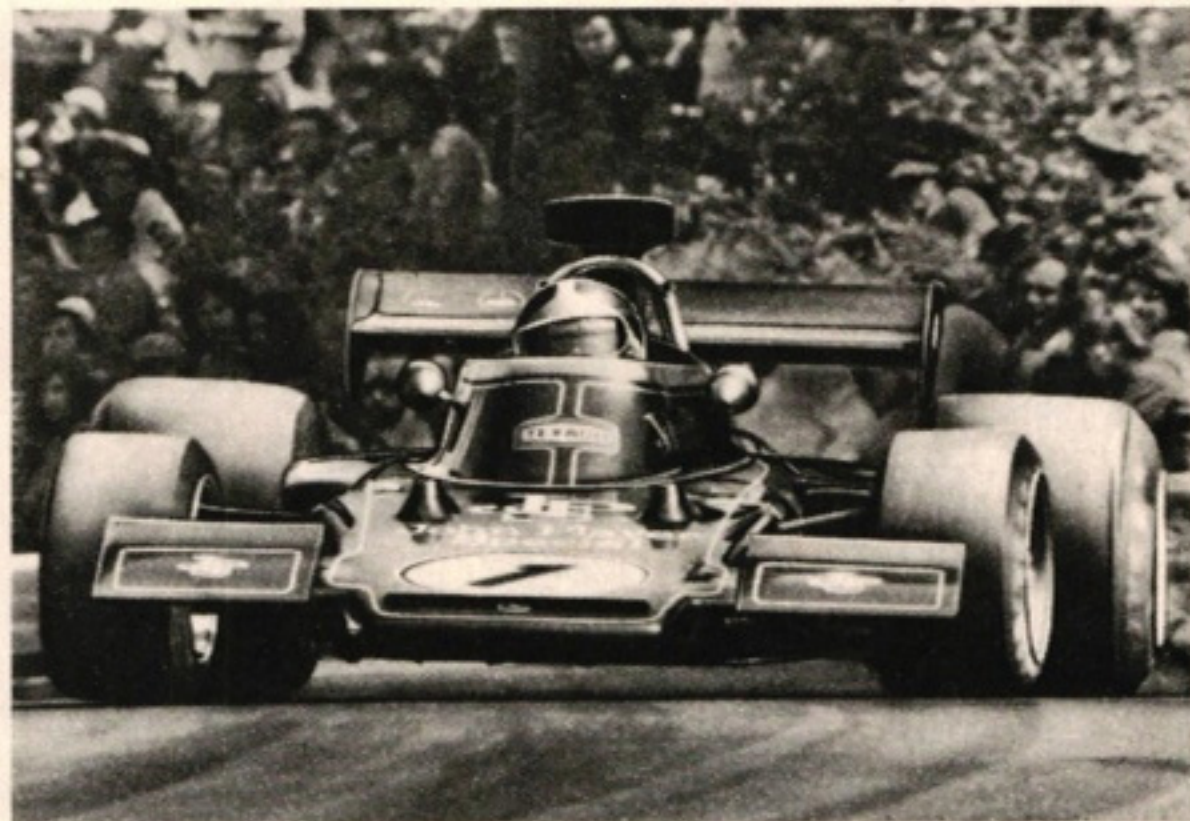
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Rauno Aaltonen worked very hard to finish second for Fiat.

ACROPOLIS RALLY

Another win for Alpine

By John Davenport

Pictures Hugh Bishop

It was Robert Burns that coined the phrase about slips 'twixt cup and lip, but evidently Jean-Luc Therier had not read the Scottish poet before he won the Acropolis Rally last week. He and his co-driver, Christian Delferrier, led the event from start to finish and set best time on 23 of the 45 stages with their 1800 cc works Renault Alpine. Unlike just about every other crew in the rally, they had a troublefree run and the only thing which might have justified Burns' pessimism was when they couldn't find a control when, running as first car on the road, the marshal was not ready for them. However, this sorted itself out and they came back to the foot of the Acropolis on Saturday morning comfortable winners of one of the hardest Acropolis Rallies on record.

Their victory is the fourth so far this year for Renault Alpine in the world Championship series and the French firm now has a convincing lead in the scores with six events gone and seven yet to be run. It is interesting to note that if, as has been suggested, the World Rally Championship was for drivers rather than for makes of car, this win for Therier in addition to his TAP Rally win and his placings on the Swedish Rally and the Monte Carlo Rally, would put him way ahead of the other drivers.

Second overall, 7 m 1 s behind the Alpine, came Rauno Aaltonen/Robin Turvey in a Fiat 124 Spyder Abarth after a far from troublefree rally for more than half of which they had been locked in mortal combat with another Renault Alpine, that of Jean-Pierre Nicolas and Michel Vial. The Fiat came off best by just less than a minute but the Frenchmen claimed that they had been misled by the official results into thinking that they were leading the Fiat and it was only when the final results came out with a wrong stage time of Aaltonen's corrected that they realised their error. Thus Alpine lost second place to a very determined Aaltonen, and Fiat gained three more valuable points in the World Championship fight. Behind Nicolas' Alpine was another Fiat driven by the Swedes Hakan Lindberg/Arne Hertz who had suffered big delays in the first half from which they could not recover in the second half but they were well clear of the Group 2 winners, Georg Fischer/Hans Siebert in a Porsche Salzburg Volkswagen. Fischer was the sole survivor of a four car team and attributed his presence at the finish to "driving slowly."

Not far behind the Volkswagen was the Group 1 winner, the Citroën DS23 of Richard Bochnicek/Seppe Kernmayer which was an incredible success story in itself for originally they were entered in Group 2 but when that car blew up on the way to the rally, they entered in their Moroccan Rally car which they had intended to use for service. Second home in Group 2 and seventh overall was the Kleber Tyres entry of its scholarship Escort RS for Chris Sclater/Bob de Jong who had survived a long list of problems—at one point they were within three minutes of being excluded for exceeding an hour's lateness—to finish creditably.

Only 11 cars finished this rally which had been laid out with more time controls and

special stages than normal in order to keep the pressure on for the whole three days. However, it was only the cars that took the beating as there was one proper night halt and three re-grouping halts where the drivers could get refreshed. All the same, the rally entailed two and a half nights and two full days of driving and with the weather hot and dry, dust and dehydration made life more difficult.

Surprisingly though, many of the rally's stars dropped out very quickly with mechanical failure of their steeds. Both the works BMWs driven by Achim Warmbold/Jean Todt and Bjorn Waldegaard/Hans Thorselius were out within a few hours of the start which was not an auspicious start for BMW Motorsport's official rally debut. The lone Toyota Celica of Ove Andersson/Gunnar Haggbom blew its engine before the first halt while Ford's entry of Will Sparrow/Henry Liddon didn't last much longer. Fiat lost Alcide Paganelli/Nini Russo with a broken steering arm and Porsche Salzburg missed Gunther Janger/Harald Gottlieb when they went off the road and Harry Kallstrom/Claes Billstam when part of the engine broke off. Tony Fall/Mike Wood lasted much longer in their super-Beetle and broke down in the second half after astounding everyone by lying third at the half-way halt.

THREE CORNER FIGHT

Before the Acropolis Rally started, it had all the signs of being a three-cornered fight. Renault Alpine had come with three of their 1800 cc Berlinettes that have in smaller capacity form won this rally twice before, in 1970 and 1971. Their crews were Jean-Luc Therier/Christian Delferrier, Jean-Pierre Nicolas/Michel Vial and Moroccan Rally winners, Bernard Darniche/Alain Mahe. The

cars were prepared in practically identical fashion to Morocco but without the radio aerials on the roof for talking to service cars.

Matched against the blue cars of France, were three red Fiats from Italy and two striped white BMWs from Germany and it was pretty certain that the rally winner would be one of these eight cars. The Fiats were 124 Spyder Abarths with their now familiar all-independent suspension and 1756 cc engines. There were virtually no differences from the cars used in Morocco except that the suspension was set a little lower and a slightly softer shock absorber was being used. The crews were Alcide Paganelli/Nini Russo, Hakan Lindberg/Arne Hertz and Rauno Aaltonen/Robin Turvey. For Lindberg, this was one of the two rallies that he has allowed himself since becoming full-time with Pirelli in Sweden and as co-driver he had borrowed Arne Hertz from Saab. Aaltonen is a new Fiat acquisition and first drove for them in Morocco while for Robin Turvey it was his first active participation in a full scale international for several years.

The most interesting cars were naturally the BMWs for this was the first occasion that the new firm of BMW Motorsport under its director, Jochen Neerpasch, had officially entered cars in a rally. To celebrate, the cars were painted in the same colours as the racing 3 litres—white with multi-coloured stripes—a Dutch team manager called Kayser was appointed, and the team bought itself some Peugeot 504 estates to use as service cars. The rally cars were technically similar to the car driven by Warmbold on the TAP Rally when the 16 valve Schnitzer engine made its rally debut. It had been improved by fitting an oil cooler for the engine as well as one for the rear axle. This second cooler was fed by a mechanical pump driven by a belt from the differential output and spare belts were strapped up ready in case it should fail. The cars still featured drum rear brakes and steel wheels but the increase of oil capacities in both engine and axle were expected to eliminate the overheating that occurred during the TAP Rally. The crews for the two 2002 Tis were Achim Warmbold/Jean Todt and Bjorn Waldegaard/Hans Thorselius, the appearance of the young Frenchman being part of his wider contract with BMW on the racing side.

ENTRY

The largest team in the rally was that of four Volkswagen 1303S entered by Porsche Salzburg for Tony Fall/Mike Wood, Harry Kallstrom/Claes Billstam, Gunther Janger/Harald Gottlieb and Georg Fischer/Hans Siebert. Since their distressing collapse on the TAP Rally, the team manager, Herr Strasser, had spent quite a lot of time at the Wolfsburg factory rustling up some technical aid and he was mildly confident that the cars were stronger than they had been in Portugal. Events seemed to prove him right and the stage times speak very favourably for the performance of the cars. Ford Motor Company had two interests in the rally; one was their own car, a completely re-built right-hand-drive version of Timo Makinen's 1972 1000 Lakes car fitted with the 2-litre aluminium engine running on carburettors, for Will Sparrow who won last year's Mexico Rally Championship, and another ex-Boreham car in the shape of the Kleber Scholarship Escort RS driven by Chris Sclater/Bob de Jong. Sparrow had even been lent Henry Liddon for this rally and Ford had joined forces with Sclater to run two full service cars utilising the services of Ford's team manager, Peter Ashcroft as a mechanic. Sclater, of course, was running on Kleber who had sent their service trucks down from England while Sparrow was on Dunlop represented by John Guy who was there to look after only one other car—the works Toyota Celica of Ove Andersson. This was not the car that had been written off in Portugal but was a new car brought out from Japan. Andersson was a bit unhappy with it as he said that it was noisier but slower than the other car which he had tuned himself and he would have relished a few hours at home in

his garage with it. Having lost Todt to BMW, at least for this event, he was teamed with fellow Swede, Gunnar Haggbom, whose last outing had been winning the Isola d'Elba with Warmbold in a Salzburg VW. Never before has "rent-a-drive" been working so fully!

Richard Bochnicek and Seppe Kernmayer very nearly didn't start at all for they were to have driven a Group 2 Citroën DS23 but when the mechanics went to drive it down from Vienna during the recce, it blew its motor. Other than using the recce car, the only other prospect they had of driving in the rally was to use their Moroccan Group 1 rally car in which they had finished third overall. It had been driven overland to Greece and was going to serve as a service car but it was re-vamped and they entered the rally with it. The local BMW agents, Biota AG, had in their possession a fully prepared eight-valve 2002 Ti but no driver as he had just been signed up by another team so they set up a deal whereby the Germans, Zakci Zweibaumer and Brucklacher came out to drive it. BMW were also represented in Group 1 by the Turkish drivers Ali Sipahi/Oral Tan.

The local Greek drivers are now getting some better cars to go rallying with and Anostas Livieratos who goes under the name of "Sirocco" when he is rallying was once again entered in a Renault Alpine which he had bought from the factory. John Pasmazoglou was predictably entered in an Opel Ascona 1900 as he is the General Motors importer but the most surprising thing is the verve with which this none-too-young gentleman motors. Several local drivers opted for the Audi 80GL and these included Steve Zalmas and George Raptopoulos, while John Psihas, formerly Greek rally champion in 1965 with a Volvo PV544, was at the wheel of a Toyota Corolla 1600. The most potent of the local entries was a Group 2 Alfa Romeo GTV 2000 for George Moshous/Nico Zouboulis.

From farther afield, Frederick Donner and Curt Neskyla had come down from Finland with two Opel Ascona 1900s while there were two British entries, both under pseudonyms, of a Mini-Cooper and a Chrysler Avenger GT. This latter was entered by "Jim" with "Cyril" as co-driver but something must have been too nice for him as "Cyril" stayed away and was replaced by the more familiar face of Keith Billows. Lorenzo Merlone entered from Italy with his Volvo 144S which had come straight from the Moroccan Rally with only a change of shock absorbers but unfortunately for him the Italian postal strike delayed his entry and as it was received late, he had to start at the back of the field. With other private entries from Greece, Germany, Bulgaria, Cyprus, France, Sweden, Turkey and Austria, the field of 83 starters was a very international one and also larger than the Acropolis has been used to having.

On a map, the route looks positively short as it does not go as far north as Thessalonika any more, but with the help of Henry Liddon and their own investigators, the Greek automobile club has found quite a lot of new rally roads in areas that the rally previously passed by. This put together made up 2800 km of route with no fewer than 47 projected special stages themselves totalling 550 km. The majority of the stages were on dirt roads but there was still 20 per cent of them on asphalt. These stages were supplemented by a number of difficult road sections on dirt roads and it was clear that with the multiplicity of time controls, stages, tight road sections, etc, very few cars, if any, would get through without road penalties and that there would be no time anywhere for major servicing. The severity of the task facing the crews at the start was alleviated a little by supplying them with an excellent road book—made by Henry Liddon—without which the majority of those competitors who had not done a recce would have been hopelessly lost within a few hours of the start.

EVENT

The rally started, as is now traditional, in the shadow of the Acropolis where on Wed-

nesday afternoon, a large but well controlled crowd, watched car No 1, the Alpine of Therier, roar off to get the event under way. Among the spectators, though not wishing to be, was Andy Michailidis whose Sunbeam Stiletto was still in Italy where the trailer that had been carrying it had been involved in an accident. Someone who should perhaps have been spectating was Bernard Darniche who for three days had been in terrible agony with his back which has been troubling him for several months but now was aggravated by the roughness of the Moroccan Rally. He half sat, half lay in the Alpine while Alain Mahe drove for it was hoped that it would get better but after just four stages, they decided it was no good and retired. Thus the Renault Alpine effort was cut down to two cars almost before the rally had started.

The first few stages came within an hour of leaving Athens and immediately Warmbold was in trouble with his BMW. He had thought that the suspension was too soft but now on the rough it was clear that it was bottoming through. At times the car became almost uncontrollable and on the first stage he spun and dropped a few seconds. Then on the dirt the sump guard seemed to be on the road all the time and indeed before he retired it had worn away five of the eight bolts supporting the guard. The moment of truth came on the very tight road section following stage six when he lost it on a sharp right-hander and the BMW tripped over the ditch and stood itself up on edge. He and Todt were not able to right the almost undamaged car and by the time they got help, they were out of the rally. However, they were not the first works BMW to retire for Waldegard was already on his way back to Athens after his head gasket had blown between stages two and three.

For the other cars, dust was proving quite a problem and Paganelli lost time when he caught up Nicolas 3 km after stage six where the Alpine driver had a puncture. Kallstrom had got past while they were changing the wheel and indeed he, Paganelli and Therier were the only crews to clean this section. Aaltonen clipped a rock while in Janger's dust and had to have the steering adjusted to get the wheels straight while a few stages later, they had a stone from underneath the car jam the handbrake full on and the only way they could release it was for both of them to pull so hard on the lever that it broke off. Janger in his turn was suffering in Sclater's dust and in his anxiety to try to get past, they got the notes mixed up on stage eight and went off. Unfortunately it was in such a position that they could not get back on again but they very nearly had company in the form of teammates, Fall and Wood who very nearly went off in the same corner. Fall's steering was bent and though it did not slow him very much, he had the steering box changed at the first opportunity. John Pasmazoglou was also a victim of lack of road and went off with his Opel Ascona bending the radiator back so that it was damaged by the fan. He continued for a few stages but then the water poured out and he retired.

The Finnish Opel of Frederick Donner rolled on stage four and retired while the Volvo of Luciano Merlone got stuck in second gear on stage six and though he finally got it shifted into fourth, none of the other gears was available and he had to limp back to Athens. Also in trouble on stage eight was the works Escort of Sparrow whose night was to end in a saga of troubles. First the unbreakable fan belt broke and the spare turned out to be a timing bolt! They lost 20 m on the stage limping off with pyjama cords and string in the place of the fan belt and by the time they were at the service it was too late to continue so they got towed into Kalabaka where the re-grouping point was. There they were induced to join in with the Ford service and that was where their real problems began for it transpired that not only had the fan belt broken but when it had, it had passed under the timing belt and caused it to jump a tooth. At almost the same time, they ran low on fuel and switched to the reserve petrol pump which didn't work. As Henry Liddon put it: "We were lucky to retire when we did

if the gremlins had it in for us that badly."

Final major retirement before Kalabaka was that of the Andersson/Haggbom Toyota which was commonly thought to have blown its head gasket. In fact, what happened was that the water heater inlet manifold developed an internal leak which caused the water to pass straight into the cylinders. At first they just noticed an increase in the water temperature but then suddenly the oil temperature went up and so did the engine. Within minutes they had nearly all the Toyota service cars to aid them as this was on the main road but they could do nothing. The Japanese said that they had never had this problem before and Andersson pointed out that the service had not picked it up as it was a wholly internal leak. For the Japanese, this was a big disappointment as they had eight film crews out in Greece to record the rally and Andersson's brief had not been to go quickly but merely finish.

At Kalabaka, the two Alpines were nicely out in the lead with Paganelli, Fall, Aaltonen and Lindberg behind them in that order. Nicolas had lost three minutes on the road with his puncture but as road penalties counted as only half stage penalties, he was a minute and 20 seconds ahead of Paganelli. The organisation of the rally ran into its first problems round about this time as four phones which had been especially installed for the receipt of stage times in the results room, were not working with the result that information got held up and some of the early road penalties were not phoned through for some cars. As a computer registers a lack of information as a zero many people were credited with being unpenalised on the road section and this error was not corrected until after the night halt.

Immediately after leaving Kalabaka, the rally tackled the infamous Deskati stage and immediately lost Kallstrom who ground to a halt after only a few kilometres. At first he thought the problem was a fan belt but when he opened the VW's bonnet, he discovered just a hole where the fan and alternator ought to have been. The four bolts holding it to the engine had broken and then the other four holding it to the casing had stripped. Next major loss was that of Paganelli who had the drop arm from the steering box break off in much the same way as it had done on Aaltonen's Fiat in Morocco. Fortunately they were going uphill at the time and neither the car nor they were hurt, but despite being just 500 yards from the end of a special stage, organising their removal took well over ten hours. The trouble was partly that of Fiat in Athens who initially sent the rescue truck to the wrong village and eventually they had to be fetched in from their perch behind Mount Olympus by a truck from Thessalonika. Lindberg was in trouble too with the other Fiat Spyder as he had lost road time with a puncture and then had a similar occurrence with the handbrake as Aaltonen and finally he had a broken line to the petrol pumps which cost him another 8 m of road time. The Fiat has two electric pumps with a switch for the spare but both were dead and had to be wired direct from the battery. What made it hard to trace was the fact that on the Fiat they leave the normal mechanical pump in place which means that the engine runs and is supplied with petrol but this pump alone is not capable of supplying enough petrol to get the engine to run flat out.

The local Renault Alpine of "Sirocco" was going very well and had been classified ninth at Kalabaka. He was credited with fastest time on stage 17 which he claims is just a mistake of one minute, but evidently such a piece of good fortune was not looked upon kindly by the Fates who saw to it that his gearbox disintegrated on the Portaria hill climb which is the start of the Volos loop.

Bochnicek had gone off the road in someone's dust on stage three and now discovered that he had torn the rubber covering on a drive shaft joint which was on the point of failing where the dust had penetrated so he chose to stop and change it. This cost him 12 m road time and put him immediately behind a slower car in its dust, but he was



Jean-Pierre Nicolas/Michel Vial — they lost second to Aaltonen by 57 s.

sensible enough to check in two minutes early at the next control and take the double penalty in order to get ahead of it. Sclater was in more serious trouble for first he had a terrible juddering in the steering on the stage behind Olympus and when he got off the stage, they found it was the steering rack that had gone and it had to be changed at the end of the next tight section on the main road at Leptokarya. By the time it was done, they were quite late and lost 25 minutes to the next time control. The fates were not finished for on the road section before Volos, a rear wheel came off and bent all the studs. Sclater "borrowed" some from other hubs and they ran for several hours with just three studs holding that back wheel on. They lost more time when leaving Volos to have the hub changed and while it was being done they did the front struts as well which only cost them four minutes as the next section was a motorway link to Farsala. All these problems had nearly put them out of the rally for going into Volos, they were 56 m late and thus only four away from exclusion.

Volos itself was a panic situation for the organisers for they had allowed 15 m more for the section round the back of the peninsula because of roadworks and somehow the marshal for the start of the Pilion special stage had misinterpreted and moved himself 15 km up the road. The competitors found him eventually but not until quite a bit of hairy two-way motoring had taken place. The stage and the road section were scrubbed by a decision of the stewards but it effectively did away with any time for service going into the Volos control. The panic also affected the results for as a result of telephone lines being tied up over the stage cancellation, a few more road penalties went missing which had a serious effect on the official results issued at the night halt.

Between Volos and the night halt at Lagonissi outside Athens, very little happened to upset the classification as it existed at Volos. The most important happenings were that Nicolas had trouble with his clutch and had to be pushed off from the start of a stage which cost him a couple of minutes on the stage and a couple on the road as well. It appeared that it was only dust in the works for after the Alpine mechanics had blown it out, it worked just fine. Aaltonen lost a minute by overshooting the end of a tight road section while Fall, who was leading on the road at this time, spent some anxious minutes looking for a passage control which was 6 km from where it should have been and had its signs facing the wrong way!

The rally came into Lagonissi just after midnight and there was a section with about an hour for service which was taken full advantage of by the works teams. Fall changed all his rear suspension on the VW which was still a bit peculiar since hitting the bank on stage eight while Aaltonen and Lindberg had new shock absorbers on their Fiats and Aaltonen changed the steering link which he had bent earlier. The Alpines looked to be quite fit but they too took new suspension and Nicolas' engine got special attention as it had been difficult to start. Many of the cars which checked into this control were not destined to re-start in the morning for they had at some point gone over their maximum lateness and were excluded.

The cars re-started just after lunch in the order of the provisional classification but the sums by which it had been created were still not quite right. The order given was Therier, Aaltonen, Fall, Nicolas, Lindberg, Fischer, Sclater, Zweibaumer and Bochnicek whereas it should have read Therier, Aaltonen, Fall, Nicolas, Lindberg, Fischer, Zweibaumer,

Bochnicek and Sclater. The problem was that 22 minutes of Sclater's penalties on the road had not been incorporated while even worse in some respects was the fact that Aaltonen had been given two minutes too many. As a consequence, Sclater thought that he was within easy striking distance of Fischer for the Group 2 category while Nicolas thought the same about Aaltonen. Be that as it may, Therier was 6 m clear in the lead and there were 27 cars still running at this point.

Straight from the start, the rally re-crossed Athens and tackled a very rough stage before crossing the Corinth Canal into the Peloponnese. Here Bochnicek ruptured a suspension unit on his Citroën which started to leak fluid and he stopped after the stage to change it in the service. He lost 4 m after covering the remaining 83 km of the section in 39 m. The next thing to happen was that the rally lost Fall and Wood. They had stopped to change a carburettor as their engine was suffering from a flat-spot and the Salzburg mechanics thought this would cure it but as they pulled away on the next road section, the engine continued to run rough and then seized. As it did so, it pushed rods and things through the block and made such a mess that it was almost impossible to say afterwards what had caused the trouble but it seems likely that there was an oil leak. This left just one VW defending the honour of Salzburg and Wolfsburg and Georg Fischer was set at his own speed with the sole idea of finishing. He too thought that Sclater was ahead of him, or at least very close, and suffered terrible remorse when he had two punctures on stages which he felt must surely have cost him the victory in the category. However, Sclater was still under his jinx and first broke the gearlever but changed it from the Sparrow car in the next service, and then had a racing tyre puncture on the Ladon Bridge stage.

Therier thought that he had lost the rally just before Ladon when he could not find the control at the end of the previous section. He was first car on the road and went a kilometre past the junction looking for it. When it did not appear, he went back to where it should have been, but still no sign of it. He then went 6 km up to his service point and changed tyres and when the Fiat of Aaltonen came, he asked them if they had found it. When they replied in the affirmative, he shot back once more to find a very crestfallen controller. He had been asleep in his car the first time that they had come and when they had gone the second time, he was a 100 yd down the road putting up his signs. The best thing was that he had taken a note of the time when the noise of their car had woken him up and he wrote it in on their card for them.

Nineteen cars reached the re-grouping point at Sparta though Zweibaumer was very late with his BMW having the propeller shaft come loose and then discover that the service crew had no replacement bolts. He was a bit disappointed all round with the Greek BMW service for the ones that had turned out to help him from Thessalonika had gone to their service point without petrol, tyres, water or tools! He was not to last long as on the section after Sparta, a rear wishbone collapsed and he was out. The other surviving BMW of Sipahi was also a walking-wounded case for it had broken one engine mount quite early on and had been driven very carefully since. The imbalance of the engine had led to its destroying the distributor cap quite regularly and this predilection was to put it out of the rally when its owner finally ran out of spare caps.

The final part of the night back from Sparta to the northern coast of the Peloponnese was very hard with many difficult road sections where all the cars were penalised. Aaltonen lost just over a minute when he went off the road on stage 41 and naturally picked up a minute on the road as well. Nicolas was fastest man on the stages and least penalised on the road sections in his attempt to wrest second place from the Fiat while Therier was taking things relatively easy and was content to lose two minutes more than his teammate on the stages and

three more than him on the road sections.

When they arrived back in Athens at 10 am on Saturday, it was champagne for Therier and Nicolas but within an hour, the great re-count had started. Nicolas at first thought he was second and Sclater thought he was fifth. Both of them cited the Lagonissi results as their foundation for this assertion and this triggered off several hours of assiduous checking which finally resulted in Nicolas being third and Sclater seventh with remarkably little recrimination on either side. By the time of the prizegiving on Sunday morning, the club had a properly bound set of computer print-outs for everyone and all argument was finally stilled.

For Therier, this had been another of those victories that look so easy in reminiscence but called for a great deal of speed, stamina and judgment in order to pull it off. To Renault Alpine must go the most sincere admiration for their technology in preparing car which can go out and win such dissimilar events as Monte Carlo, Morocco and Acropolis. As far as speed and toughness goes, these plastic perils set a very high standard for others to beat and unless some of the other factories adopt as professional an approach as the boys from Dieppe, there is not likely to be anyone ahead of them for some time to come.

1. J.-L. Therier/C. Delferrier (Renault Alpine 1800), 7 h 37 m 58 s;
 2. R. Aaltonen/R. Turvey (Fiat 124 Spyder Abarth), 7 h 44 m 59 s;
 3. J. P. Nicolas/M. Vial (Renault Alpine 1800), 7 h 45 m 56 s;
 4. H. Lindberg/A. Hertz (Fiat 124 Spyder Abarth), 7 h 57 m 21 s;
 5. G. Fischer/H. Siebert (VW 1303S), 8 h 34 m 57 s;
 6. R. Bochnick/S. Kernmayer (Citroën DS23), 8 h 40 m 14 s;
 7. C. Sclater/B. de Jong (Ford Escort RS), 8 h 43 s 36 s;
 8. H. Doppelreiter/O. Schurek (VW 1303S), 9 h 40 m 1 s;
 9. J. Psihas/Papatriantafliou (Toyota Corolla), 9 h 43 m 47 s;
 10. J. Bardopoulos/T. Carelas (Audi 80GL), 10 h 16 m 59 s;
 11. T. Hansson/M. Andersson (Opel Ascona 1900), 11 h 15 m 11 s.
- Category winners: Group 1: Bochnick/Kernmayer (Citroën DS23). Group 2: Fischer/Siebert (VW 1303S). Group 3: No starters. Group 4: Therier/Delferrier (Renault Alpine 1800).
- 83 starters—11 finishers.

Special Stage Times

- SS1 (Alephori, 5.2 km):** 1. Therier/Delferrier (Renault Alpine), 4 m 1 s; 2. Aaltonen/Turvey (Fiat 124 Spyder), 4 m 7 s; 3. Waldegaard/Thorselius (BMW 2002 Ti) and Nicolas/Vial (Renault Alpine), 4 m 8 s; 5. Paganelli/Russo (Fiat 124 Spyder), 4 m 10 s; 6. Warmbold/Todt (BMW 2002 Ti), 4 m 14 s.
- SS2 (Psatha, 7.7 km):** 1. Therier/Delferrier, 6 m 26 s; 2. Waldegaard/Thorselius, 6 m 37 s; 3. Nicolas/Vial, 6 m 42 s; 4. Kallstrom/Billstam (VW 1303S), 6 m 45 s; 5. Warmbold/Todt, 6 m 49 s; 6. Paganelli/Russo, 6 m 56 s.
- SS3 (Distomon, 11.8 km):** 1. Warmbold/Todt, 8 m 55 s; 2. Therier/Delferrier, 9 m 9 s; 3. Nicolas/Vial, 9 m 28 s; 1. Fall/Wood (VW 1303S), 9 m 32 s; 5. Aaltonen/Turvey, 9 m 33 s; 6. Janger/Gottlieb (VW 1302S), 9 m 43 s.
- SS4 (Galaxidi, 12.2 km):** 1. Therier/Delferrier, 8 m 28 s;

2. Fischer/Siebert (VW 1303S), 8 m 35 s; 3. Warmbold/Todt, 8 m 38 s; 4. Nicolas/Vial, 8 m 58 s; 5. Fall/Wood, 9 m 1 s; 6. Aaltonen/Turvey, 9 m 3 s.
- SS5 (Malandrino, 4.2 km):** 1. Therier/Delferrier, 3 m 9 s; 2. Warmbold/Todt and Fall/Wood, 3 m 13 s; 4. Nicolas/Vial, 3 m 20 s; 5. Aaltonen/Turvey, 3 m 23 s; 6. Janger/Gottlieb, 3 m 24 s.
- SS6 (Lidorkion, 16.5 km):** 1. Warmbold/Todt, 16 m 24 s; 2. Therier/Delferrier, 16 m 27 s; 3. Nicolas/Vial, 16 m 52 s; 4. Kallstrom/Billstam, 17 m 14 s; 5. Paganelli/Russo, 17 m 20 s; 6. Lindberg/Hertz (Fiat 124 Spyder), 17 m 25 s.
- SS7 (Moshokaria, 10.0 km):** 1. Therier/Delferrier, 10 m 25 s; 2. Nicolas/Vial, 10 m 30 s; 3. Paganelli/Russo, 10 m 39 s; 4. Lindberg/Hertz, 10 m 44 s; 5. Fall/Wood, 10 m 48 s; 6. Janger/Gottlieb, 10 m 54 s.
- SS8 (Malandrino, 4.2 km):** 1. Therier/Delferrier, 13 m 7 s; 2. Nicolas/Vial, 13 m 19 s; 3. Lindberg/Hertz and Aaltonen/Turvey, 13 m 31 s; 5. Andersson/Haggbom (Toyota Celica), 13 m 46 s; 6. Paganelli/Russo, 13 m 57 s.
- SS9 (Karditsa, 7.0 km):** 1. Therier/Delferrier, 6 m 35 s; 2. Nicolas/Vial, 6 m 36 s; 3. Paganelli/Russo, 6 m 51 s; 4. Lindberg/Hertz, 6 m 52 s; 5. Aaltonen/Turvey, 6 m 56 s; 6. "Sirocco"/Andriopoulos (Renault Alpine), 6 m 58 s.
- SS10 (Deskati, 24.6 km):** 1. Therier/Delferrier, 19 m 30 s; 2. Nicolas/Vial, 20 m 18 s; 3. Lindberg/Hertz, 20 m 22 s; 4. Paganelli/Russo, 20 m 23 s; 5. Sclater/de Jong (Ford Escort RS), 20 m 28 s; 6. Fall/Wood, 20 m 31 s.
- SS11 (Vatolakes, 11.4 km):** 1. Therier/Delferrier, 7 m 21 s; 2. Nicolas/Vial, 7 m 25 s; 3. Paganelli/Russo, 7 m 32 s; 4. Sclater/de Jong, 7 m 36 s; 5. Lindberg/Hertz, 7 m 42 s; 6. Fall/Wood, 7 m 55 s.
- SS12 (Kate Vermion, 38.5 km):** 1. Therier/Delferrier, 31 m 40 s; 2. Nicolas/Vial, 31 m 57 s; 3. Paganelli/Russo, 32 m 3 s; 4. Aaltonen/Turvey, 32 m 14 s; 5. Fall/Wood, 32 m 55 s; 6. Sclater/de Jong, 33 m 6 s.
- SS13 (Polidendri, 14.0 km):** 1. Therier/Delferrier, 12 m 25 s; 2. Paganelli/Russo, 12 m 28 s; 3. Aaltonen/Turvey, 12 m 32 s; 4. Nicolas/Vial, 12 m 35 s; 5. Sclater/de Jong, 12 m 41 s; 6. Fall/Wood, 12 m 42 s.
- SS14 (Olympos, 12.0 km):** 1. Therier/Delferrier, 10 m 33 s; 2. Aaltonen/Turvey, 10 m 37 s; 3. Fall/Wood, 10 m 39 s; 4. Sclater/de Jong, 10 m 49 s; 5. Nicolas/Vial, 10 m 55 s; 6. Lindberg/Hertz, 10 m 59 s.
- SS15 (Kriovrissi, 11.4 km):** 1. Therier/Delferrier, 10 m 43 s; 2. Aaltonen/Turvey, 10 m 49 s; 3. Nicolas/Vial, 11 m 1 s; 4. Fall/Wood, 11 m 8 s; 5. Sclater/de Jong, 11 m 14 s; 6. Lindberg/Hertz, 11 m 23 s.
- SS16 (Karitsa, 5.6 km):** 1. Lindberg/Hertz, 5 m 42 s; 2. Aaltonen/Turvey, 5 m 47 s; 3. Therier/Delferrier, 5 m 50 s; 4. Fall/Wood, 5 m 54 s; 5. Zweibaumer/Brucklacher (BMW 2002 Ti), 6 m 0 s; 6. Bochnick/Kernmayer (Citroën DS23), 6 m 2 s.
- SS17 (Kissavos, 10.0 km):** 1. "Sirocco"/Andriopoulos, 10 m 37 s; 2. Therier/Delferrier and Aaltonen/Turvey, 10 m 48 s; 4. Zweibaumer/Brucklacher, 11 m 24 s; 5. Fischer/Siebert, 11 m 31 s; 6. Bochnick/Kernmayer, 11 m 32 s.
- SS18 (Kerarea, 14.6 km):** 1. Therier/Delferrier, 8 m 52 s; 2. Nicolas/Vial, 8 m 59 s; 3. Aaltonen/Turvey, 9 m 17 s; 4. Fall/Wood, 9 m 43 s; 5. Fischer/Siebert, 9 m 57 s; 6. Bochnick/Kernmayer, 10 m 0 s.
- SS19 (Portaria, 4.3 km):** 1. Therier/Delferrier, 3 m 59 s; 2. Nicolas/Vial, 4 m 4 s; 3. Aaltonen/Turvey, 4 m 11 s; 4. Sclater/de Jong, 4 m 14 s; 5. Fischer/Siebert, 4 m 16 s; 6. Fall/Wood, 4 m 17 s.
- SS20 (Pilion, 19.3 km):** Cancelled.
- SS21 (Makirahi, 15.7 km):** 1. Lindberg/Hertz, 12 m 51 s; 2. Aaltonen/Turvey, 12 m 53 s; 3. Nicolas/Vial, 13 m 9 s; 4. Therier/Delferrier, 13 m 10 s; 5. Sclater/de Jong, 13 m 15 s; 6. Fall/Wood, 13 m 17 s.
- SS22 (Arhani, 16.5 km):** 1. Aaltonen/Turvey, 15 m 9 s; 2. Nicolas/Vial, 15 m 12 s; 3. Lindberg/Hertz, 15 m 21 s; 4. Therier/Delferrier, 15 m 22 s; 5. Fall/Wood, 15 m 24 s; 6. Bochnick/Kernmayer, 15 m 55 s.
- SS23 (Mendenitsa, 12.0 km):** 1. Nicolas/Vial, 10 m 16 s; 2. Therier/Delferrier, 10 m 33 s; 3. Lindberg/Hertz, 10 m 42 s; 4. Aaltonen/Turvey, 10 m 53 s; 5. Fall/Wood, 10 m 55 s; 6. Sclater/de Jong, 11 m 16 s.
- SS24 (Elatia, 8.5 km):** 1. Nicolas/Vial and Therier/Delferrier, 8 m 3 s; 3. Fall/Wood, 8 m 9 s; 4. Aaltonen/Turvey, 8 m 19 s; 5. Bochnick/Kernmayer, 8 m 23 s; 6. Lindberg/Hertz, 8 m 27 s.
- SS25 (Pavlon, 5.8 km):** 1. Fall/Wood, 3 m 52 s; 2. Sclater/de Jong, 3 m 54 s; 3. Aaltonen/Turvey, 3 m 58 s; 4. Bochnick/Kernmayer, 4 m 0 s; 5. Therier/Delferrier, 4 m 4 s; 6. Nicolas/Vial and Lindberg/Hertz, 4 m 5 s.

- SS26 (Platanaki, 6.5 km):** 1. Nicolas/Vial, 6 m 18 s; 2. Therier/Delferrier, 6 m 20 s; 3. Fall/Wood, 6 m 25 s; 4. Aaltonen/Turvey, 6 m 31 s; 5. Lindberg/Hertz, 6 m 34 s; 6. Sclater/de Jong, 6 m 42 s.
- SS27 (Ritsona, 5.0 km):** 1. Therier/Delferrier, 3 m 30 s; 2. Aaltonen/Turvey and Nicolas/Vial, 3 m 37 s; 4. Lindberg/Hertz, 3 m 41 s; 5. Sclater/de Jong, 3 m 50 s; 6. Moschous/Zouboulis (Alfa Romeo), 3 m 51 s.
- SS28 (Agios Merkourios, 9.0 km):** 1. Nicolas/Vial, 7 m 57 s; 2. Therier/Delferrier, 8 m 0 s; 3. Aaltonen/Turvey, 8 m 12 s; 4. Fall/Wood, 8 m 20 s; 5. Sclater/de Jong, 8 m 36 s; 6. Fischer/Siebert, 8 m 47 s.
- SS29 (Marathon, 6.3 km):** 1. Therier/Delferrier, 3 m 48 s; 2. Aaltonen/Turvey, 3 m 59 s; 3. Lindberg/Hertz, 4 m 3 s; 4. Nicolas/Vial, 4 m 4 s; 5. Fall/Wood, 4 m 14 s; 6. Bochnick/Kernmayer, 4 m 17 s.
- SS30 (Mandra, 5.85 km):** 1. Therier/Delferrier, 2 m 52 s; 2. Nicolas/Vial, 2 m 59 s; 3. Aaltonen/Turvey, 3 m 3 s; 4. Lindberg/Hertz, 3 m 8 s; 5. Sclater/de Jong, 3 m 10 s; 6. Zweibaumer/Brucklacher, 3 m 3 s.
- SS31 (Skhinos, 13.2 km):** 1. Therier/Delferrier, 10 m 33 s; 2. Nicolas/Vial, 10 m 46 s; 3. Aaltonen/Turvey, 10 m 49 s; 4. Sclater/de Jong, 11 m 0 s; 5. Lindberg/Hertz, 11 m 4 s; 6. Zweibaumer/Brucklacher, 11 m 42 s.
- SS32 (Evrostina, 30.4 km):** 1. Aaltonen/Turvey, 25 m 13 s; 2. Therier/Delferrier, 25 m 30 s; 3. Lindberg/Hertz, 25 m 43 s; 4. Nicolas/Vial, 25 m 44 s; 5. Sclater/de Jong, 26 m 18 s; 6. Fall/Wood, 27 m 28 s.
- SS33 (Klitoria, 9.9 km):** Cancelled.
- SS34 (Lalas, 12.0 km):** 1. Therier/Delferrier, 11 m 52 s; 2. Lindberg/Hertz, 12 m 2 s; 3. Nicolas/Vial, 12 m 8 s; 4. Aaltonen/Turvey, 12 m 15 s; 5. Bochnick/Kernmayer, 12 m 39 s; 6. Sclater/de Jong, 12 m 45 s.
- SS35 (Ladon, 23.4 km):** 1. Nicolas/Vial, 17 m 11 s; 2. Therier/Delferrier, 17 m 13 s; 3. Aaltonen/Turvey, 17 m 44 s; 4. Lindberg/Hertz, 17 m 56 s; 5. Fischer/Siebert, 19 m 11 s; 6. Zweibaumer/Brucklacher, 19 m 20 s.
- SS36 (Elati, 14.6 km):** 1. Therier/Delferrier, 12 m 14 s; 2. Aaltonen/Turvey, 12 m 32 s; 3. Lindberg/Hertz, 12 m 43 s; 4. Nicolas/Vial, 12 m 45 s; 5. Sclater/de Jong, 12 m 56 s; 6. Fischer/Siebert, 13 m 45 s.
- SS37 (Paradissia, 9.7 km):** 1. Aaltonen/Turvey, 8 m 25 s; 2. Therier/Delferrier, 8 m 26 s; 3. Nicolas/Vial, 8 m 39 s; 4. Lindberg/Hertz, 8 m 45 s; 5. Sclater/de Jong, 8 m 55 s; 6. Zweibaumer/Brucklacher, 9 m 16 s.
- SS38 (Taygetos, 10.7 km):** 1. Therier/Delferrier, 7 m 12 s; 2. Nicolas/Vial, 7 m 20 s; 3. Aaltonen/Turvey, 7 m 21 s; 4. Zweibaumer/Brucklacher, 7 m 23 s; 5. Lindberg/Hertz, 7 m 36 s; 6. Sclater/de Jong, 7 m 53 s.
- SS39 (Vassaras, 6.7 km):** 1. Therier/Delferrier and Aaltonen/Turvey, 5 m 12 s; 3. Nicolas/Vial, 5 m 18 s; 4. Lindberg/Hertz, 5 m 23 s; 5. Sclater/de Jong, 5 m 31 s; 6. Zweibaumer/Brucklacher, 5 m 48 s.
- SS40 (Vamvakou, 20.3 km):** 1. Aaltonen/Turvey, 19 m 4 s; 2. Nicolas/Vial, 19 m 22 s; 3. Lindberg/Hertz, 19 m 51 s; 4. Sclater/de Jong, 19 m 56 s; 5. Therier/Delferrier, 20 m 6 s; 6. Bochnick/Kernmayer, 20 m 47 s.
- SS41 (Vourvoura, 11.5 km):** 1. Nicolas/Vial, 10 m 46 s; 2. Sclater/de Jong, 10 m 49 s; 3. Lindberg/Hertz, 10 m 58 s; 4. Bochnick/Kernmayer, 11 m 15 s; 5. Therier/Delferrier, 11 m 18 s; 6. Zweibaumer/Brucklacher, 11 m 39 s.
- SS42 (Astros, 12.3 km):** 1. Nicolas/Vial, 11 m 14 s; 2. Aaltonen/Turvey, 11 m 19 s; 3. Sclater/de Jong, 11 m 21 s; 4. Lindberg/Hertz, 11 m 23 s; 5. Bochnick/Kernmayer, 11 m 32 s; 6. Therier/Delferrier, 11 m 35 s.
- SS43 (Doliana, 5.0 km):** 1. Lindberg/Hertz, 4 m 28 s; 2. Aaltonen/Turvey, 4 m 31 s; 3. Therier/Delferrier and Nicolas/Vial, 4 m 34 s; 5. Bochnick/Kernmayer, 4 m 37 s; 6. Sclater/de Jong, 4 m 39 s.
- SS44 (Parthenion, 4.5 km):** 1. Aaltonen/Turvey, 5 m 0 s; 2. Nicolas/Vial, 5 m 6 s; 3. Lindberg/Hertz, 5 m 11 s; 4. Bochnick/Kernmayer, 5 m 16 s; 5. Sclater/de Jong, 5 m 19 s; 6. Therier/Delferrier, 5 m 26 s.
- SS45 (Ahiadokambos, 8.2 km):** 1. Nicolas/Vial, 5 m 46 s; 2. Therier/Delferrier, 5 m 49 s; 3. Aaltonen/Turvey, 5 m 55 s; 4. Lindberg/Hertz, 5 m 57 s; 5. Sclater/de Jong, 6 m 5 s; 6. Fischer/Siebert, 6 m 24 s.
- SS46 (Sterna, 9.4 km):** 1. Aaltonen/Turvey, 7 m 14 s; 2. Lindberg/Hertz, 7 m 19 s; 3. Therier/Delferrier, 7 m 26 s; 4. Sclater/de Jong, 7 m 27 s; 5. Nicolas/Vial, 7 m 28 s; 6. Fischer/Siebert, 7 m 41 s.
- SS47 (Souli, 8.9 km):** 1. Aaltonen/Turvey, 6 m 30 s; 2. Nicolas/Vial, 6 m 35 s; 3. Lindberg/Hertz, 6 m 45 s; 4. Therier/Delferrier, 6 m 46 s; 5. Sclater/de Jong, 6 m 52 s; 6. Bochnick/Kernmayer, 6 m 58 s.



New fuel injection, BMW 520i

A couple of months ago, I tested the new BMW 520 4-door saloon and details of the car appeared in AUTOSPORT. The 520 has a larger and more luxurious body than the 2002, the extra weight being counteracted by a move highly tuned 2-litre four-cylinder engine.

I have now had an opportunity to test the fuel injection version of the same car. The body is identical, with independent suspension of all four wheels, and the machine is lavishly equipped, in keeping with its high price. The single overhead-camshaft engine has Kügel-fischer fuel injection and develops 130 bhp at 5800 rpm.

I drove the new BMW in Holland and was most impressed with the greater refinement

of the fuel injection engine. There is an increase in maximum speed and a considerable improvement in acceleration, but it is in flexibility and quiet running that the new car excels.

The claimed maximum speed is 115 mph and as I obtained a speedometer reading of 117 mph, this is probably a fair estimate. Under favourable conditions, the car will go a little faster, but the ignition cutout then functions to prevent over-revving. The fuel injection gives the engine almost the flexibility of a six-cylinder unit while it does not become noisy when fully extended on the gears.

The ride is excellent and the roadholding is of a very high standard, though the car feels

a bit tail-heavy when fully laden with passengers and luggage. The brakes cope easily with the performance and the car seems happy to run continuously on full throttle. Strong side-winds can be experienced in the Netherlands and these do tend to make the BMW wander at speeds above 100 mph. Under normal conditions, the stability is beyond reproach, however hard the car is driven.

The BMW 520 i is a car of useful size with a sporting performance. It is also claimed that the fuel injection system confers noteworthy fuel economy, though I was unable to verify this. It has all the usual BMW features, such as a third gear giving a high maximum speed, and a comfortable seating position and well-placed controls add to the pleasure of driving. The other details of the car are similar to those of the carburettor version, which I have already reviewed. **JVB**

Immediate release	
Specification and performance data	
Car tested:	BMW 520i 4-door saloon, price £3499 including tax and VAT.
Engine:	Four cylinders 89 mm x 80 mm (1990 cc). Compression ratio 9.5 to 1. 130 bhp at 5800 rpm. Single chain-driven overhead-camshaft. Kügel-fischer fuel injection.
Transmission:	Single dry plate clutch, 4-speed all-synchromesh gearbox with central change, ratios 1.00, 1.32, 2.02 and 3.16 to 1. Divided propeller shaft. Hypoid final drive, ratio 3.9 to 1.
Chassis:	Combined steel body and chassis. Independent suspension of all four wheels by coil springs and foamed cellular polyurethane auxiliary springs. MacPherson geometry in front with anti-roll bar. ZF-Gemmer steering gear. Semi-trailing arms behind. Telescopic dampers all round.
Equipment:	12-volt lighting and starting with alternator. Full instrumentation. Heating, demisting and ventilation system. Windscreen wipers and washers. Flashing direction indicators. Reversing lights.
Dimensions:	Wheelbase 3 ft 8 ins. Track (front) 55.4 ins (rear) 56.8 ins. Overall length 15 ft 2 ins. Width 5 ft 6.5 ins. Weight 2712 lbs.
Performance (makers' figures):	Maximum speed 115 mph. Acceleration: 0-60 mph 10.6 s.

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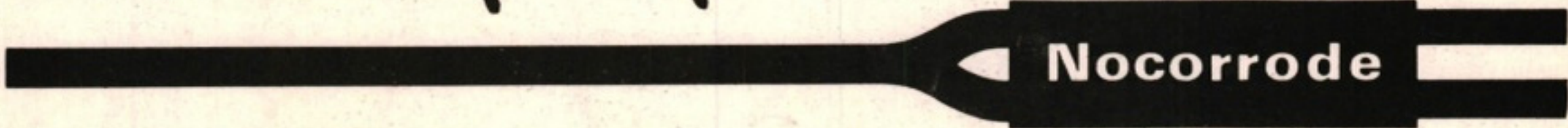
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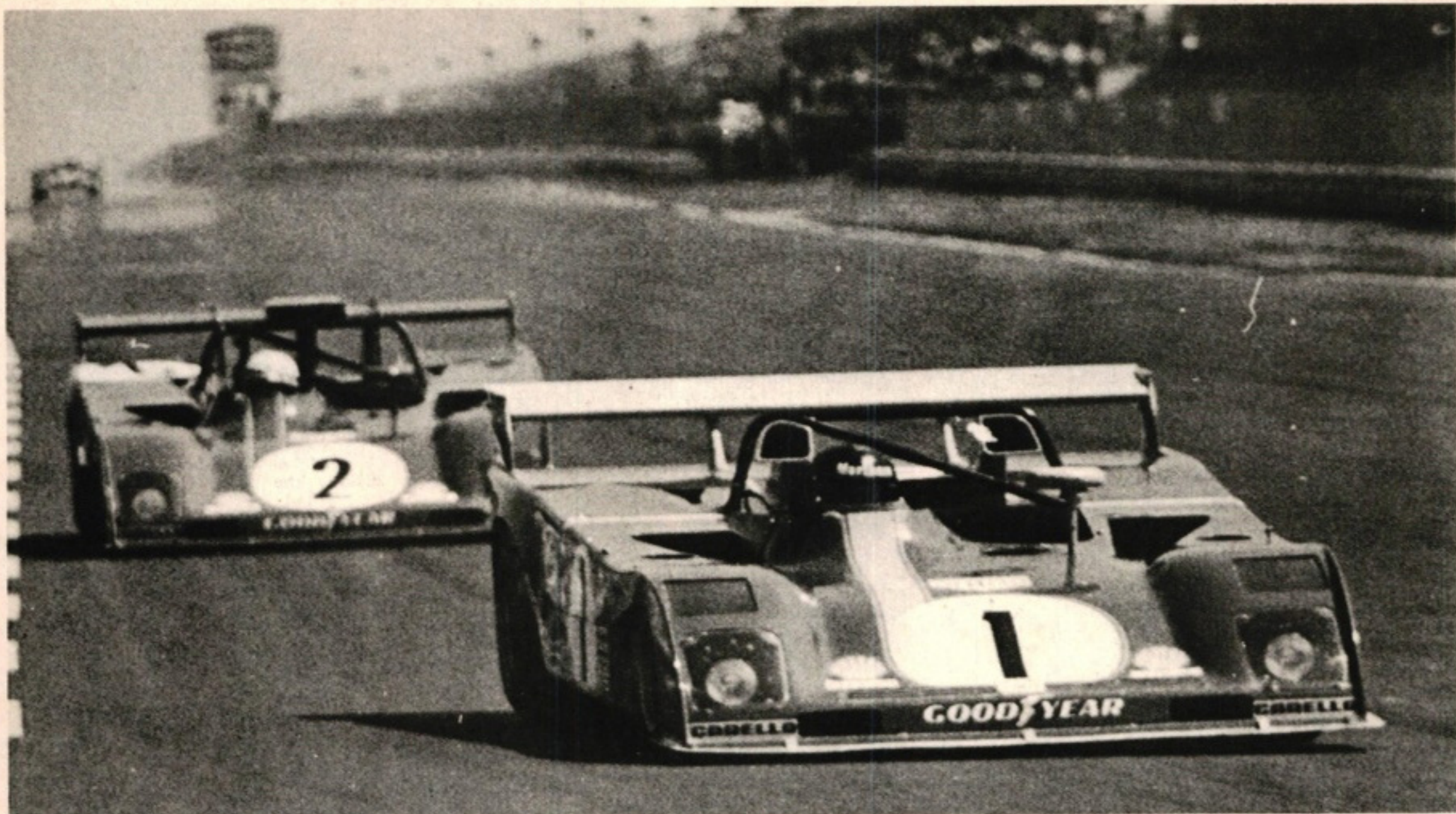
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Ferrari formation: the first and second placed cars of Ickx and Merzario.

NÜRBURGRING

Ferrari increase lead

Story and Pictures by JEFF HUTCHINSON

Ferrari added a useful 20 points to their manufacturers' championship lead at Nürburgring on Sunday when Jacky Ickx/Brian Redman and Carlos Pace/Arturo Merzario scored a line-astern formation victory with their 312Ps. They were the sole survivors of a catastrophic race for Alfa Romeo and Matra, who were both out of the running before quarter distance. Each team lost two cars with engine troubles, Matra while leading after François Cevert had once again proved to be the quickest driver, setting a practice lap below Ickx's F1 outright lap record. Despite the Ferrari domination of the race from lap 13 of the 44 laps, it was far from boring. Arturo Merzario went against team orders and nearly ruined everything when he insisted on overtaking Ickx and winning the race. The temperamental Italian eventually had to be almost lifted out of the car shortly before the end after constantly ignoring pit signals.

Four laps behind the leaders John Burton/John Bridges brought the Red Rose Racing 1900 Smith-powered Chevron B23 into an heroic third place after a long stop early on and running most of the race with no clutch or second and third gears. Ford were easy victors of the touring car battle with BMW, while the GT category went to the Paul Keller/Jürgen Neuhaus Carrera RSR after favourite George Follmer crashed his Martini-backed works car early on. The Claude Haldi/Bernard Cheneviere Porsche 908/3 took a slow but sure fourth place overall and in doing so put Porsche ahead of Matra in the championship table which has now swung firmly in favour of the Ferrari camp.

It was also a special day for Brian Redman who, at 14 wins, has now totalled the same number of sports car victories set by the late Jo Siffert.

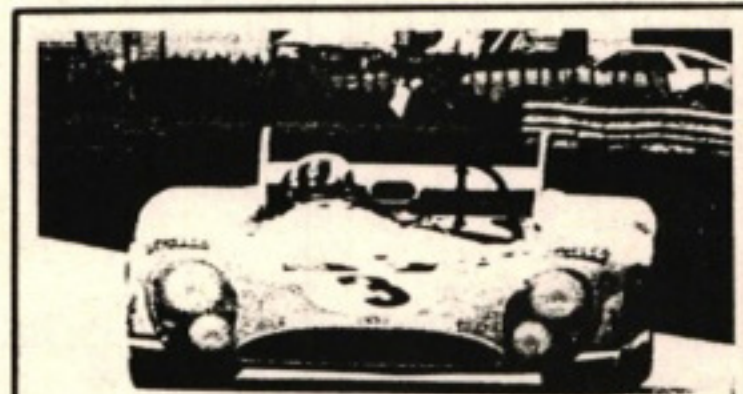
ENTRY

Besides Le Mans, the Nürburgring 1000 Kms is probably the most prestigious round of the manufacturers' championship series. The situation and character of the Nürburgring always attracts a very good entry and this year was no exception. All the regular contenders were present but for the Gulf Mirage team who decided to give this one a miss although the official reason was a shortage of engines. With Le Mans so close, though, it would be a hard job to ready the chassis from this race after the gruelling effects of the tortuous 'Ring which usually means a complete rebuild, while plans to convert the cars to ZF gearboxes for Le Mans would also have to be rather rushed.

The current points positions between Ferrari and Matra meant that neither team could afford to miss this round and both teams put

in a full effort despite the closeness of Le Mans. Ferrari were fielding two cars for usual drivers Brian Redman/Jacky Ickx and Arturo Merzario/Carlos Pace while Matra had their two Spa cars for Henri Pescarolo/Gerard Larrousse and François Cevert/Jean-Pierre Beltoise. Despite all their problems in their first two races this year Alfa Romeo were by no means any less eager to win a race and they had two cars ready to challenge Matra and Ferrari, Andrea de Adamich/Rolf Stommelen and Carlo Facetti/Clay Regazzoni handling the cars, the latter pairing's car being a brand new chassis after Regazzoni had written the other Targa car off.

In a desperate attempt to try to get on some sort of equal footing with the Matras, Ferrari were trying out some new aerodynamic ideas on the Pace/Merzario car. The normally flat tail section had been redesigned with a lowered centre section between the



Manufacturers' Championship/round 7

rear wheels. It also meant moving the oil coolers lower down just in front of the rear right wheel with a cooling duct channelled into the side of the right-hand sill to replace the ones normally on top of the tail. A large single F1-style airbox replaced the usual twin scoops, while the rear suspension had also been altered slightly, the lower link pickup altered to lower the rear end. Despite all these changes, Pace was not particularly convinced that they did any good, saying that the car was still very unpredictable in its tendencies to go from oversteer to understeer. Redman and Ickx chose to run the usual car which was back to its short tail form after Monza and Spa.

The two Matras were both looking very smart, only scorch marks on the chassis giving away the fact that the Larrousse/Pescarolo car had been so badly burnt at Spa. Both cars and engines were as usual but for the fact that they were now both running Hewland FG300 gearboxes instead of the usual ZF box on just one of the cars. Matra also confirmed that they were pleased with the Porsche gearbox they had been testing in an F1 chassis and that they had run 9 hr with no trouble on the rolling road. Porsche had tested them for 48 hr and it looks as

though they will be used on the Le Mans cars.

The two Alfas were in the same trim as before. The de Adamich/Stommelen chassis showed signs of its hard time at the Targa, the team having very little time to get the car in shape for this race other than change engines and check it over, banging out the odd dents where necessary. Completing the 3-litre prototype entry were the usual pair of Porsche 908/3s for Reinhold Jöst/Mario Casoni and Claude Haldi/Bernard Cheneviere. The former car had been completely rebuilt since its last outing and was also running a new engine, while the latter was looking rather more worn although it still carried its Toblerone sponsorship. Once again the only 3-litre Lola to turn up was the Jolly Club-hired, Ecurie Bonnier-decorated T280 with drivers Giorgio Pianta/Pino Pica.

The second of the two Martini Porsche Carreras was once more running in the prototype class and this time was very much a prototype, Porsche, no doubt, hoping for perhaps their third win of the year and, with luck, maybe even the championship! The car had been reshaped at the back to take 15 in wide wheels with the corresponding suspension mods, while the fronts were also up to 10½ in. The body itself was now all glassfibre and the car was considerably lighter than its GT counterpart. As before, Herbert Müller/Gijs van Lennep were driving the prototype with George Follmer/Willi Kauhsen in the GT car.

As usual the 2-litre prototype class attracted a strong, mainly British, entry with Chevron the favoured *marque*. Red Rose Racing were running a single B23 for John Burton who was sharing the wheel with the "boss," John Bridges, for this race. HIRE Racing had their Tergal car on hand for Xavier Juncadella while unemployed Gulf driver Mike Hailwood was "hired" as co-driver. Ember Racing brought along their B21 and B23s, the older car being driven by John Quick/Bill de Selincourt with John Hine/Peter Hanson handling the newer car. In B23 spec Chevroons were the usual cars of Martin Raymond/Peter Humble, Trevor Twaites/Brendan McNerney and Roger Heavens/Herve le Guellec. Pete Smith/David Welpton were in their familiar blue and green Chevron B21 as were Ian Harrower/James Bell. The only non-English based Chevron runners were Michel Dupont/Paul Blancpain, having their first outing in a new Chevron B23, while Walter Frey/Peter Ettmüller were still using their old B19 and waiting for the new flat-eight Tecno engine and a newer chassis.

The main Chevron challenge came from the two BIP-sponsored Lola T292s. Drivers were as usual Carlos Santos/Antonio Mendoza and Jorge Pinhol/Carlos Gaspar and no doubt the team were hoping to repeat their class wins of Monza and Spa. Brian Joscelyne/Lee Kaye/Tony Birchenough were sharing their older Lola T290, still backed by Dorset Foods, these three being the only 2-litre Lola representation surprisingly. Other 2-litre runners included the trusty old Dulon of Tony Goodwin who took his customary weekend off from his doctor's practice to race the 'Ring with co-drivers Ed McDonough/Roy Johnson, the latter making his first appearance since the same race last year.

Another ancient car was the Swedish-entered Astra-RNR1 Ford FVA for Olof Wijk/Tommy Brorsson. The rest of the entry were all FVC-powered but for one other car. This was the AMS 2000 of Dieter Basche/Manfred Mohr, this car using a BDA engine and not the flat-8 Tecno which had been used at a recent 2-litre race. Another interesting entry was the first appearance of the pretty new Royale 2-litre car for German pairing Hans Baumhardt/Christian Schmarje, but this was very much an unsorted car and when engine installation problems added to the already varied problems of running a new chassis at the 'Ring it was decided to call it a day before the race and go home and get things sorted out before the next round.

The GT category was a Porsche benefit, with only a rather uncompetitive Swiss-entered de Tomaso Pantera and an interesting Alfa Germany-entered Alfa Montreal to break the Carrera monopoly. The Alfa effort was a very professional one and although the car

looked rather frightening on the road, its two drivers, Dieter Gleich/Dieter Weizinger, did a good job, but, unfortunately, after various engine problems including changing one before the second day's practice, the car just failed to qualify for the race. However, it did eventually start like everyone else.

Of the Carreras, the works and semi-works cars were in with the best chance, Follmer/Kauhsen favourites with their 3-litre Martini-entered car. Other front runners were Paul Keeler/Jürgen Neuhaus, Erwin Kremer/Gunter Steckkonig, George Loos/Jürgen Barth (in a brand new car), Klaus Fritzing/Peter Zbinden and Kurt Simonsen/Roland Larsson. This race is also unlike the rest in that there is always a good touring car entry and not surprisingly it was a serious battle between Ford and BMW. Works 3.0 CSLs were entered for Chris Amon/Hans Joachim Stuck and Toine Hezemans/Dieter Quester while Niki Lauda/Brian Muir were paired in the Jagermeister-sponsored Alpina car. From Ford came two Capri RSs for Dieter Glemser/Jochen Mass and Gerry Birrell/John Fitzpatrick. A third car for Hans Heyer/Jody Scheckter was not running.

PRACTICE

A total of 9 hrs was allocated for practice, 5½ hrs on Friday and 3½ hrs on Saturday, which for some teams was still not enough. Rumours had been circulating even before practice that Cevert had broken the outright record of 7 m 13.6 s set by Ickx during private practice a few days before the race. We did not have to wait very long to have these rumours confirmed. Under blue, sunny, and very untypical Nürburgring skies, Cevert went out in the Matra-Simca and set a few flying laps, the best of which was 7 m 12.8 s. He got out of the car and did not bother to practice again as there was not much point!

Beltoise could not better 7 m 19 s during his few laps on both days, but this was still good enough. While spirits were high in the Matra camp, lady luck was not sharing their joy for the other car was once again plagued with troubles. Larrousse went out on Friday and did not even get in a flying lap before the oil pressure started to disappear and the car was wheeled back to the paddock for a fresh engine. On Saturday Pescarolo managed 7 m 19.9 s before the same problem struck again and the car went back for its third engine of the weekend. The other car had also had a routine change before Saturday's practice, so the Matra mechanics had little time to enjoy the warm sunshine.

Second fastest during Friday's session was Stommelen in the Alfa which was looking very businesslike in recording a 7 m 19.5 s. Stommelen delighted with the car's handling. Ferrari were obviously way off the mark and just not quick enough which was rubbed in when Ickx spent several laps trying to keep up with Beltoise on Friday and came back in after losing a lot of ground with a best time of 7 m 23.5 s. The second Ferrari did not better 7 m 28.2 s on the first day.

Regazzoni arrived just in time for the

last few laps of practice after flying down from BRM testing in Sweden. He did one lap and came in with the Alfa pouring out steam from a blown cylinder head gasket, so it was Facetti's time of 7 m 28.1 s which was their best. On Saturday Beltoise just did a couple of laps to check all was well and scrub in race tyres. Otherwise Matra were able to relax, or at least with the pole-winning car after further engine dramas with the other one. Pescarolo just failed to beat Stommelen's Alfa time.

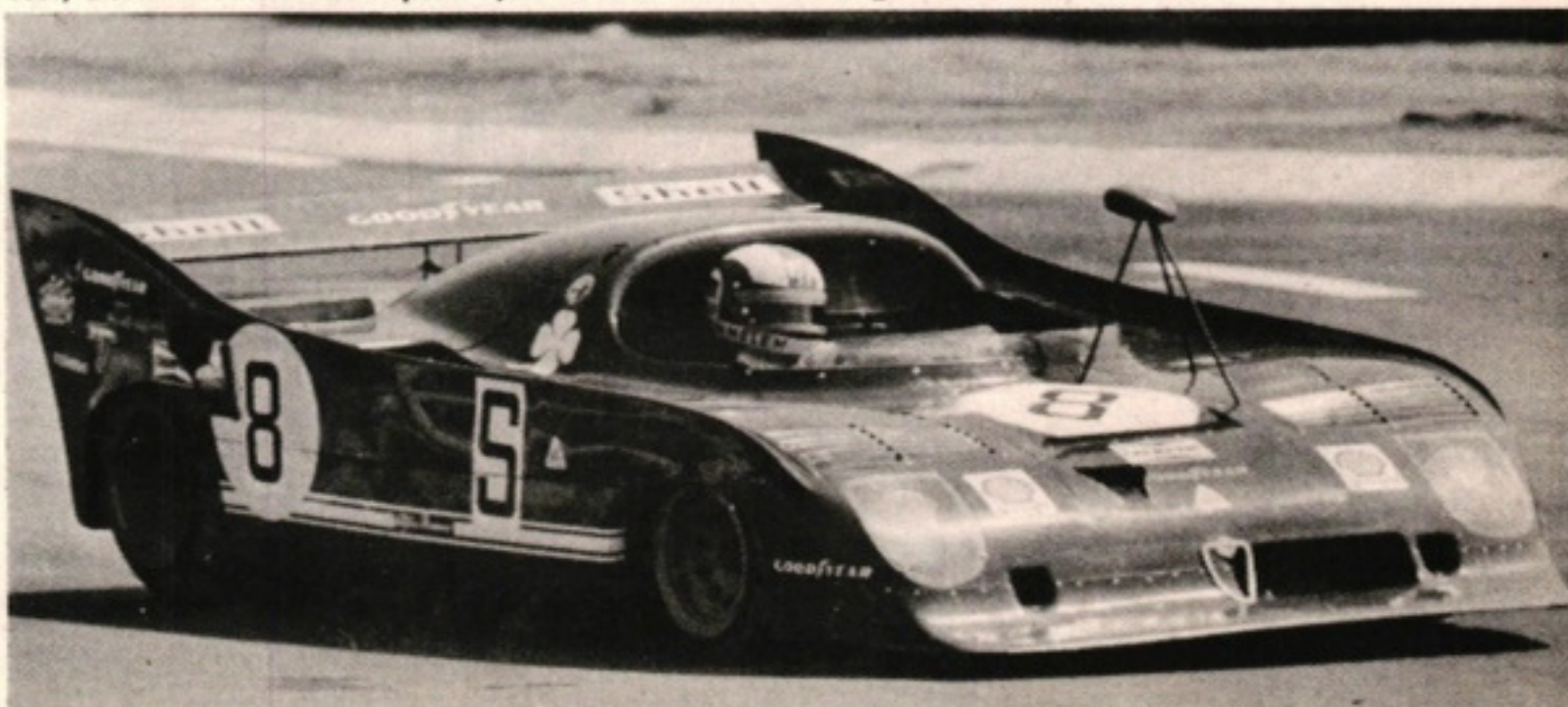
Timekeeping was very suspect and one could not help thinking that the organisers were doctoring the times to suit pre-race publicity. It became a bit naughty when, after Saturday's practice, Ickx was credited with 7 m 15.5 s, much to the surprise of Ferrari. General opinion was that the timekeepers had timed the wrong car or something for all the pits got Ickx at a best of 7 m 21.7 s which was the time they ended up giving Merzario in the second car. So Alfa found themselves pushed back to third spot on the grid, just ahead of the second Matra and Ferrari. Regazzoni came next after setting a 7 m 26.9 s, the Alfas, like the Ferraris, also having had routine overnight engine changes.

Next up should have been the Porsche 908/3 of Jöst who was going very well and had recorded a 7 m 41.4 s before a really huge accident which all happened a few feet from your's truly. There are few places at the remodelled 'Ring these days where cars actually leave the ground, one of them being the very tricky fifth gear, slightly curving Pflanzgarten. The cars arrive over a blind brow, just come off the road and are into a slight left sweep as they hit the ground. Needless to say the approach has to be perfect to land right on the other side, if you are going quickly.

Here one can really watch the aces at their best and see just what makes the difference between a normal driver and a "Ringmeister." Both Ickx and Redman were really exciting to watch although Redman had a very nasty moment when he landed a bit off square at around 130 mph. Jöst was also going well here, but when he did the same as Redman, he could not quite hold the car and it went round and thumped deep into the metal barrier. Wheels, springs, bodywork, oil and various debris went flying in all directions and he skated on for another 200 yds along the barrier before the car came to rest virtually minus its left side. Fortunately Jöst was sitting on the right and climbed out unhurt, although he must have been taking a long hard look at the bowed-in barrier which was all that separated him from several large trees.

It was a troubled British section that filled up the fourth row of the grid. Hailwood had the rear wheel retaining studs come loose and the wheel lost grip with the hub, while later, Xavier Juncadella had a puncture and spun into the barrier which did minor damage to the left rear corner and broke a wheel. Hailwood managed 7 m 54.1 s before his problems, however, and this was good enough to set best 2-litre time. Burton was

Rolf Stommelen in the rapid Alfa which retired with engine trouble.

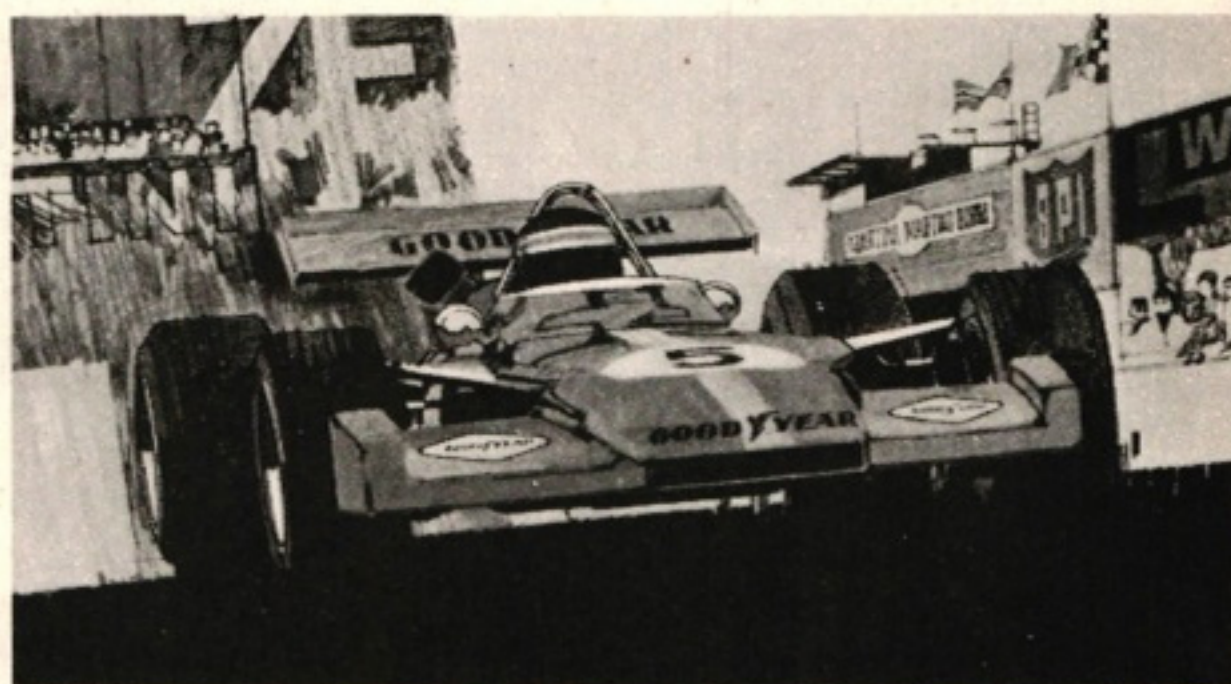


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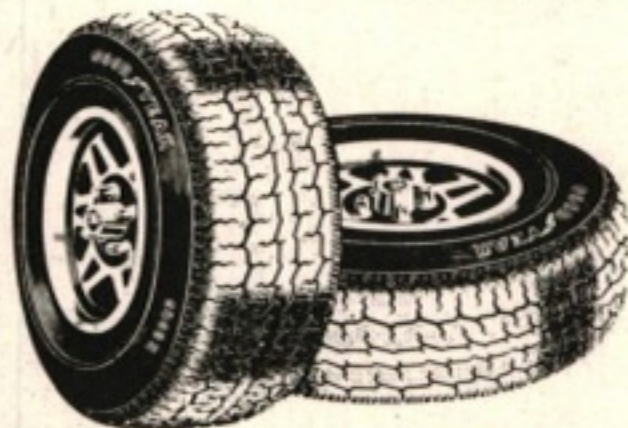
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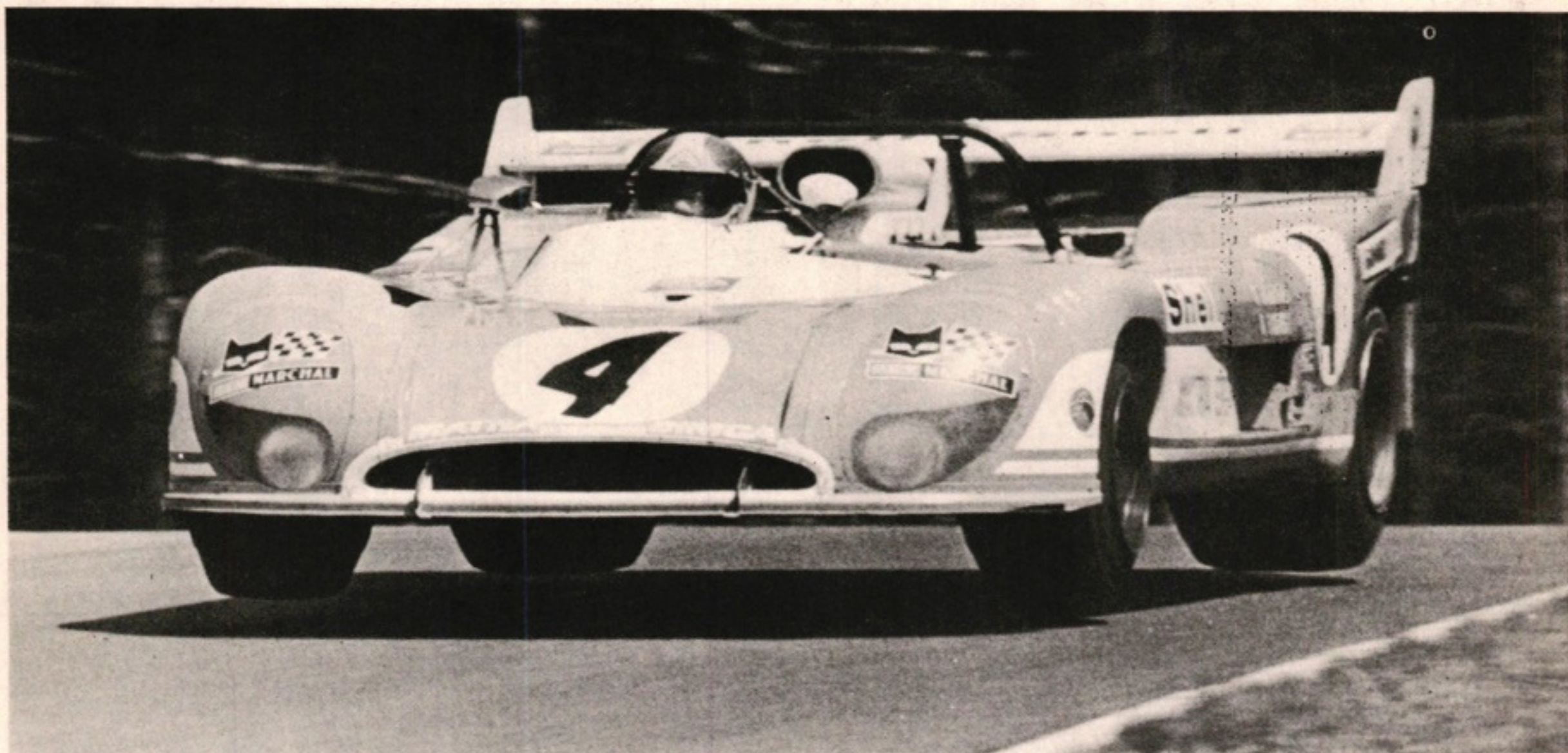


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Jean-Pierre Beltoise flying high in the Matra before retiring.

having problems sorting spring rates, trying harder ones for the second session and deciding they were too hard when he spun and nudged the barrier with minor injury to the nose section. When he did get the springing right, he set 7 m 56.1 s. After Jöst's drama, Casoni moved over to the Jolly Club Lola and recorded 7 m 58.1 s, Pica being dropped in favour of his quicker countryman, while Pianta was lapping quite respectably.

Next quickest was the Gaspar/Pinhol Lola at 8 m 4.8 s despite the dramas of collapsed rear suspension when a shock absorber broke. This was to be the least of the team's problems, however, for at 4 on race morning, Pinhol was arrested by the police. He had allegedly not settled a 50,000 DM bill for bending Klaus Fritzing's Capri in which he almost killed himself at last year's Estoril saloon car race. As a result the two BIP cars were withdrawn from the race in protest to a "lack of sportsmanship."

With this gap on the grid, Martin Raymond came next with a time of 8 m 7.1 s, despite an attack of glandular fever and a "small" 1800 cc FVC. Raymond was doubtful if he would be well enough to start the race. Peter Gaydon also practised the car for a few laps and was also sick, so it looked as though it would be up to Peter Humble all on his own unless somebody recovered in time for the race. The Heavens/le Guellec car came next with 8 m 12.2 s after a relatively trouble free practice while next would have been the second BIP Lola with 8 m 19.5 s (had it run). Instead, next on the grid came the prototype Porsche Carrera with 8 m 20.6 s followed by its sister car with 8 m 24.7 s. It was supposed to have been set by Kauhsen, although nobody had seen a time below 8 m 30.0 s all day.

Mass got below the saloon record for the 'Ring to take the next time with 8 m 25.4 s in the works Capri, Birrell/Fitzpatrick just a bit slower on 8 m 28.2 s. Apparently the saloons are getting so fast and are so heavy to drive that not only are the drivers finding it really hard work, so are the cars. The steering rack would not stand up to the force the drivers were having to put into them. "It took all my strength," said Birrell, so after practice the rubber mounted racks were changed for stronger, metal and Teflon-mounted ones.

Ettmuller/Frey managed 8 m 29.0 s followed by the Chris Amon/Hans Stuck BMW which had benefited considerably from some Amon suspension sorting, Stuck setting the time at the end of practice after some very hairy driving. He was getting the car completely sideways and spinning the wheels in the Karussell and it was not surprising when Jochen Neerpasch said that the rear tyres were giving overheating problems. Haldi/Cheneviere were very slow in their Porsche 908/3 and did not better 8 m 31.2 s which was just fractionally quicker than Twaites/McInerney (8 m 31.5 s) who missed all of Friday's practice when the clutch would not release properly. The Wijk/Brorsson Astra was credited with a dubious 8 m 33.8 s, Hezemans/Quester's best time in the second BMW being 8 m 35.3 s.

Ember Racing were out of luck during practice, Hine's car not arriving until Saturday after dramas in England. When it did get going it only lasted a few laps before the big end bearings went. The car was hurriedly changed to an untried Norman Abbott 2-litre FVC during the rest of the day and Hine/Hanson set about qualifying the other car to get a race. Unfortunately they were out of luck in that as well, for when Hanson took over the Quick/de Selincourt car he went off the road and bent a rear corner after the brakes failed completely. Although both cars were readied for the race the B23 had to start from the back of the grid without a time.

In all 45 cars qualified within the 130 per cent time of the three fastest cars which would have been 9 m 27 s but for some reason everybody was let on the grid and so there were 49 runners in all without the Lolas. BMW's chances were also lessened when Brian Muir shunted the back of the Alpina car which was subsequently too badly damaged to race. This was much to the consternation of the mechanics who had spent all week welding on a new rear end after its Salzburg shunt.

RACE

Race day was even warmer and clearer than the previous practice days and people were arriving long before the 11 am start. Eventually the cars were led off on their warming-up loop around the South Curve before the pace

car pulled into the pit road and the field was away, the tail end already racing before the front rows had properly started. Brake lights came on, while Stuck's BMW rocketed through from the middle and was up with the leading 2-litre car as the flag eventually fell for Cevert and Ickx.

Cevert made it into the first turn ahead of Ickx who had Pescarolo right behind and trying to take second spot. Stommelen and Merzario were side by side behind the pits, Merzario getting ahead as the cars disappeared for the first time, Regazzoni bringing up the tail end of the 3-litre runners in the second Alfa which was already sounding a little rough. Before the first lap had even run, Matra were in trouble. Pescarolo stopped at Schwedenkreuz just 5 km out, his engine having blown up in a big way after a connecting rod broke. Hailwood was in trouble with a misfiring engine and stuck in second gear after the first corner when the linkage came adrift. "I even got passed by the accident rescue vehicle for a while, but I put my foot down and repassed him again," said Hailwood later. He stopped at the pits and lost four laps while things were sorted.

At the end of the first lap Cevert appeared with a 6.3 s lead over Ickx who was a few yards ahead of Merzario closely followed by Stommelen. Already Regazzoni was trailing and soon after the start of the second lap Alfa lost their first car when Regga slowed and stopped with a smoking motor, thought to originate from a broken valve. Behind the 3-litre runners Burton was holding a strong 2-litre class lead ahead of the 3-litre Lola of Casoni. Haldi was further back only just clear of Stuck who had Mass right on his bumper. Van Lennep suffered the embarrassment of running behind these saloon cars, but managed to split them next time around and get ahead on the third lap.

As each lap progressed the Matra opened the gap more and more to Ickx, Cevert setting fastest lap of the race on the second lap with a new record of 1 m 26.5 s (184.1 kph). Ickx was only slowly shaking off Merzario while Stommelen was losing around the same to the Ferraris as they were on the Matra. Burton's splendid performance in fifth place came to an abrupt end after four laps when he pitted to have a broken metering unit rod fixed which lost him a lap—but he was by no means out of the running and he set out

to prove it.

Burton's disappearance left the Casoni Lola in fifth spot but that also went missing two laps later when it stopped out on the circuit with a broken gear change linkage. Stuck had gone missing after five laps, his BMW coming to rest backwards into the barrier trying to keep up with Mass who had got by a lap earlier. Also in trouble on this lap was le Guellec, who had been holding a strong second place in the 2-litre class when Burton dropped out. A broken metering unit put the car out and when mechanics went out to fix it and got the car back he was disqualified for outside assistance.

Tony Goodwin did his trusty old Dulon a power of no good at Pflanzgarten when he moved over to be lapped by Cevert and put himself off line. He repeated Jöst's accident with similar consequences. Martin Davidson was another early retirement in the Daren-BRM which he was sharing with Jack Wheeler, this car dropping a valve on the second lap. Cars were in trouble all over the place and one was beginning to wonder if any of them would go the distance.

As Cevert's tanks emptied he slowly dropped his times and on lap 7 lapped in 7 m 23.4 s, following it with 7 m 20.3 s next time around before his stop. This was to stand as the new record for the rest of the race. His gap over Ickx had stayed around the 15 to 20 s bracket, while Merzario had dropped almost 20 s on his team leader, but was nevertheless still more than 30 s clear of Stommelen.

By this time the Toblerone Porsche was a very distant fifth and by lap eight had been caught and passed by the AMS 2000 which was being driven very effectively by Mohr, who had been leading the 2-litre class after Burton's stop. Van Lennep was holding station behind the 908/3, while Mass was only a few yards clear of team mate Birrell in the second Capri. Burton was really climbing his way back through the field and was already back in 11th place after his earlier problems as the leading cars were ready to make their first stops on lap 8.

Cevert handed over to Beltoise who returned to the race after a very quick stop during which Ickx pitted to hand over to Redman. By the time the Ferrari continued it was down 22.4 s, the Ferrari stop took longer than expected when a fuse had to be replaced before the electric fuel pumps would work, this apparently adding just 12 s to the stop. Merzario pitted to hand over to Pace and Stommelen to de Adamich, the stops all fairly even and the status quo being restored back on the track between the first four cars.

Follmer's healthy lead of the GT class after a close dice with the remaining BMW driven by Hezemans came to a rather abrupt end on lap 7 just after passing the Dutchman. "The car suddenly went sideways without any warning at the Adenau Bridge," he said. It ended

firmly planted into the barrier with the chassis quite seriously damaged. After the stops by the leading cars, only the first five cars down to Mohr were still on the same lap. Mohr's stop came on lap 10, but by the time co-driver Finotto continued all his good work was wasted for they had dropped back to eighth place. Burton was holding the 2-litre class lead again and in seventh place behind the Porsche 908/3 which he was catching fast.

The de Adamich car was beginning to sound rough and it was not surprising when he pulled into the pits on lap 11, just on quarter distance. The back came up and mechanics spent long minutes looking at the engine which was restarted and sounded very rough. Eventually the car was pushed to the dead park, official reasons ranging from oil leaking from the engine, oil from the gearbox, a dropped valve to a faulty clutch bearing. De Adamich complained of the clutch, while it seems likely that the rear main crankshaft seal may have gone, causing the clutch drama. From the sound of the engine, valve trouble was also a possibility. Take your pick!

While the Alfa was still in the throes of dying, news came of another retirement, appropriately on lap 13. The leading Matra had thrown a rod through its brand new engine at Wippermann and its was a long-faced Matra team that started packing up in the pits. With the Matra out, the race became a Ferrari benefit, but, thanks to Arturo Merzario, certainly not uninteresting. It started with Pace's first stop which he made a lap early by mistake. Merzario was still not dressed and as he hurriedly jumped into the car without even time to put on his gloves, he shook his fist at Pace as he left the pits. Seven laps later (also a lap before time, no doubt not by mistake) Merzario was back to hand over to Pace, who was ready.

Redman had gone on for two stints after taking over from Ickx, but shortly before his second scheduled stop on lap 24, Brian was pointing to the front right hand wheel which needed changing after he had clipped the kerb at Wippermann and put the wheel out of balance. Jacky Ickx rejoined still comfortably ahead of Pace, both Ferraris sounding good. By the time Pace came in again to hand over to Merzario, the gap between the first two cars was around 50 s and when Ickx stopped a lap later and carried on again, the gap was down to a little over 20 s. Both drivers were told to ease off and hold station, for the nearest car was now the Burton/Bridges Chevron three laps behind. Despite no clutch (they were starting it by dropping it off the jack at pitstops), the Chevron was holding a strong third place since the second Matra had retired.

Merzario had ideas of his own, however, and he decided he was going to win the race single-handed. He knocked 9 s off Ickx's time

first time around, closing the gap to 14½ s and then to 9½ s the next lap. This brought angrily waved "slow" signs from his pit as Merzario lapped around 7 m 30 s, 20 s quicker than was necessary. On lap 36, Merzario went ahead for two laps and the atmosphere was far from calm as Ickx followed Merzario past the pits with the engine misfiring on the rev-limiter which was cutting in early and preventing Ickx from holding off Merzario.

Three times they hung out "in" signs to the Italian but he took no notice, finally letting Ickx ahead again on lap 38 and then stopping a lap later. Sig Caliri had to order Merzario out of the car as he did not want to get out, Pace finishing off the race to orders, but no doubt making Caliri feel he had a mutiny on his hands when he also closed right up on Ickx again for the finish. But he did not attempt to pass in accordance with team orders.

Merzario took off his helmet and stormed off, which was probably the best thing he could do. The two red cars repeated Gulf's Spa finish and crossed the line together just 0.1 s apart. Merzario did not even reappear for the winner's presentation which saw Ickx grinning broadly, although he must have been thinking some pretty gruesome things about his so-called team-mate who apparently almost had him off the track during his show of excitement.

Burton came in a very well deserved third, playing out his drama right to the end when he pitted with a couple of laps to go to change a punctured rear tyre. This let the 908/3 into third place for one lap before Burton repassed it and pulled out 23 s at the flag despite his clutch and gear selection dramas. Van Lennep/Müller came home fifth a lap clear of the Birrell/Fitzpatrick Ford which held the saloon car lead ever since Glemser had made an unscheduled stop to report low flying helicopters! Apparently he had been driving along when a low flying helicopter (sponsored by Ford, would you believe) had passed so close that he thought it was a faster car he had not seen. Eager to get out the way he swerved and promptly spun, fortunately without damage. Mass continued, but was out of luck a short time afterwards when he stopped with a broken distributor drive.

A lap behind the Capri, the battle for second place in the 2-litre class was tense to the end. Humble fell back from seventh to 10th place in the closing stages when an out of balance wheel jumping out of gear problems slowed him down. This let Etmüller/Frey and Smith/Welpton ahead, the latter pair just pipping the Swiss crew after a last minute fuel stop. Ninth overall went to the Hezemans/Quester BMW after a trouble free run. The Ember Racing cars had no more luck in the race than they had had in practice, Hine going out early on after losing his clutch and half the oil from his engine. Team-mates Quick/de Selincourt finally came to rest on the circuit after several stops with fuel injector problems. A faulty fuel pressure relief valve was the downfall of the Twaites/McInerney Chevron which stopped out on the circuit for many laps soon after McInerney took over. The car eventually restarted but too many laps behind to be classified. Bell/Harrower's engine finally gave up the struggle after several water stops because of a leaking head gasket.

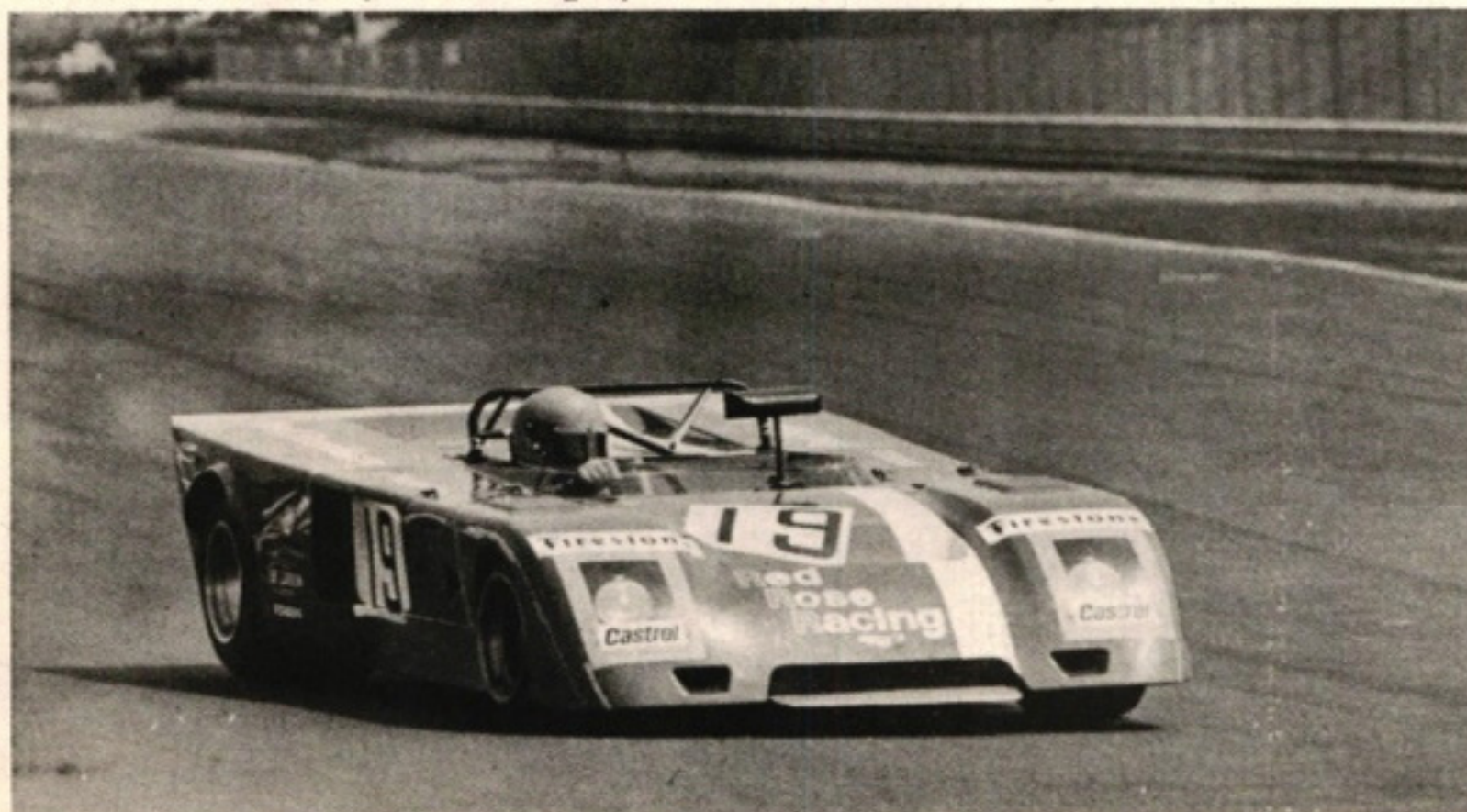
ADAC 1000 kms Nürburgring, May 27 44 laps, 1004.74 kms

1. Brian Redman/Jacky Ickx (Ferrari 312P), 5 h 36 m 53.4 s, 178.944 kph;
2. Carlos Pace/Arturo Merzario (Ferrari 312), 5 h 36 m 53.5 s;
3. John Burton/John Bridges (1.9 Chevron-Smith FVC B23), 40 laps;
4. Claude Haldi/Bernard Cheneviere (Porsche 908/3), 40;
5. Gils van Lennep/Harbert Müller (3.0 Porsche Carrera RSR prototype), 40;
6. John Fitzpatrick/Gerry Birrell (3.0 Ford Capri RS), 39;
7. Peter Smith/David Welpton (1.8 Chevron-FVC B21), 38;
8. Walter Frey/Peter Etmüller (1.9 Chevron-FVC CSL3), 38;
9. Toine Hezemans/Dieter Quester (3.3 BMW CSL), 38;
10. Martin Raymon/Peter Humble (1.8 Chevron-Myers/FVC B23), 38;
11. Paul Keller/Jürgen Neuhaus (2.8 Porsche Carrera RSR), 38;
12. Günter Stecknig/Paul Keller/Clemens Schickentanz (2.8 Porsche Carrera RSR), 38;
13. Georg Loos/Jürgen Barth (2.8 Porsche Carrera RSR), 38;
14. Toni Fischhaber/Prinz von Bayern (2.8 Porsche Carrera RSR), 37;
15. Bengt Ekberg/Kurt Simonsen/Roland Larsson (2.8 Porsche Carrera RSR), 37.

Fastest lap: Cevert, 1 m 20.3, 186.7 kph (new sports prototype record).

Manufacturers' Championship positions after six rounds:
1. Ferrari, 95; 2. Porsche, 72; 3. Matra, 64; 4. Lola, 36; 5. Chevron, 31; 6. Mirage, 28; 7. Lancia, 15; 8. Chevrolet, 12; 9. Alfa Romeo, 8.

The Red Rose Chevron of Burton/Bridges finished an excellent third overall.



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ENTRY & PRACTICE

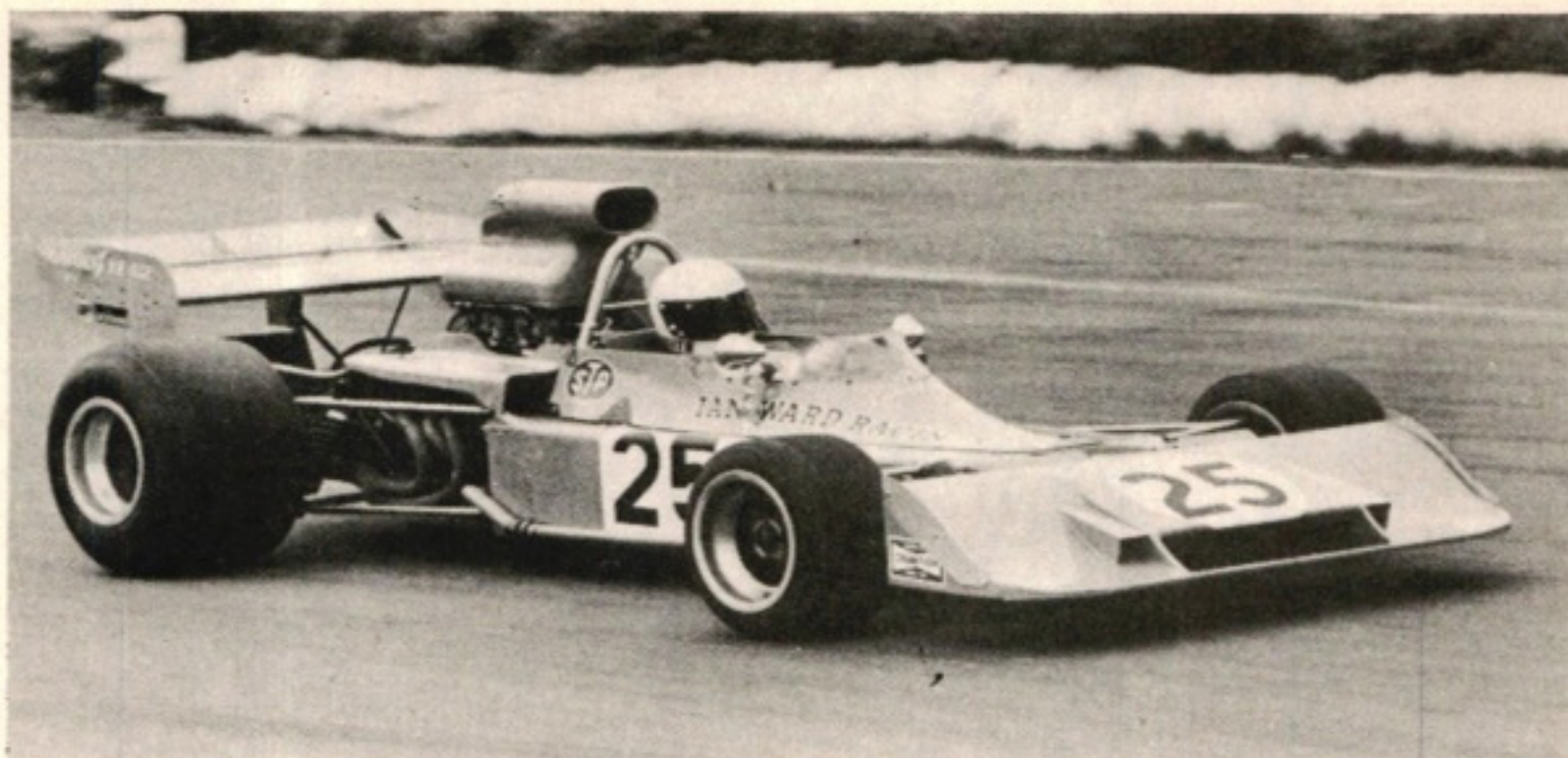
Championship leader Steve Thompson, an acknowledged Mallory Park expert, was a non-starter after a gigantic testing accident at Silverstone the previous Thursday. A burst front tyre sent the Servis Chevron B24 to its doom at Woodcote at 140 mph; it finished a twisted wreck with Thompson trapped inside. Steve, whose helmet was dented against the Armco, was lucky to escape with severe bruising. Alan Brodie could have built up the team's brand new B24 if Steve had been fit enough to drive. Another in the wars was Jock Russell: a garage fire badly damaged his transporter and slightly damaged his McRae GM1 the night before the race.

Australian Colin Hyams has given up motor racing, so his entry was scratched, while another absentee was Kaye Griffiths with the Eve Escorts Kitchmac. Kaye is in the United States for three weeks, his prize for winning the Rothmans/MRS' shooting competition at the Racing Car Show. There was no truth in the rumour that a well-known cabinet minister would appear in the Eve Escorts car.

Practice started in the dry, but after half an hour it began to rain so anyone who hadn't worked up to a good time was left out in the cold. Fastest at 42.0 s was Keith Holland, whose Ian Ward Racing Trojan T101 had benefited from the magic touch of Ron Tauranac since Oulton Park. Formula 1 Tyrrell wheels and a new rear wing were employed. The Anglo-American Racing Chevron B24 of Tony Dean was second fastest with 42.4 s, while a surprise third quickest was David Oxtan in the black Begg FM5, a really beautifully-prepared and well-constructed machine. Oxtan lapped in 43.0 s, a time equalled by Dean's team-mate Bobby Brown who was having his first F5000 outing since Good Friday.

Guy Edwards posted 43.2 s to become the fastest Lola T330 driver with the Barclays International/Amoco entry, while Gijs van Lennep's ShellSport Luxembourg Lola T330 was only 0.2 s slower. (Following the Nürburgring 1000-km Gijs took a helicopter to Dusseldorf, flew to Heathrow, hired a car to drive to Hinckley and was in bed by 10.30 pm!) Bob Evans retained last year's Smith engine in the STP-backed McKenzie Trojan T101 following the team's split with Race Engine Services and went well to be timed at 43.6 s, 0.8 s quicker than Brett Lurger in Sid Taylor's repaired Trojan T101. As at Oulton Park, the car used a fuel-injected Alan Smith mill. At 44.8 s came Ian Ashley, the Henley Fork Lift Lola T330 having benefited from a day's testing at Silverstone.

Among those in trouble was Teddy Pilette, the Oulton Park winner hampered by the wrong gear ratios and recording a meagre 50.0 s. Clive Baker's Torbay Resorts March 73A, handling better since Oulton Park, had brake balance problems, hence a poor 51.6 s. Tom Belso's ShellSport Luxembourg Lola T330 had its Smith engine rebuilt and fitted the day before the race, but an electrical problem caused it to cut out and Smiling



Keith Holland's Ian Ward Trojan on its way to a comfortable win.

MALLORY PARK

Round seven to Holland

By MIKE KETTLEWELL

The seventh round of the Rothmans European Formula 5000 Championship produced the seventh winner, Keith Holland. Keith, who has tried so hard this year in the Ian Ward Racing Trojan T101, thoroughly deserved his victory. He started from pole position, led every inch of the 50 laps and set the fastest lap, equalling Graham McRae's lap record. Mallory Park last Monday provided the usual thrills and excitements. Although there was no one to challenge Holland after Gijs van Lennep (ShellSport Luxembourg Lola T330) pitted for a fresh tyre, there was a tremendous scrap for second place between the Chevron B24s of Bobby Brown and Teddy Pilette, the American beating the Belgian by half a length. Bob Evans in the STP Trojan T101 drove another strong race to be fourth, while David Oxtan had his best race yet in the one-off Begg FM5 and was fifth despite a slowly deflating rear tyre.

Such was the pace that only nine of the 16 starters were running at the finish, two of them too far back to be officially classified. Out of luck were the three-car ShellSport Luxembourg Lola team. Van Lennep lost two laps after his pit-stop and was seventh; Tom Belso and Clive Santo, who started from the back of the grid after practice dramas, both retired after good drives.

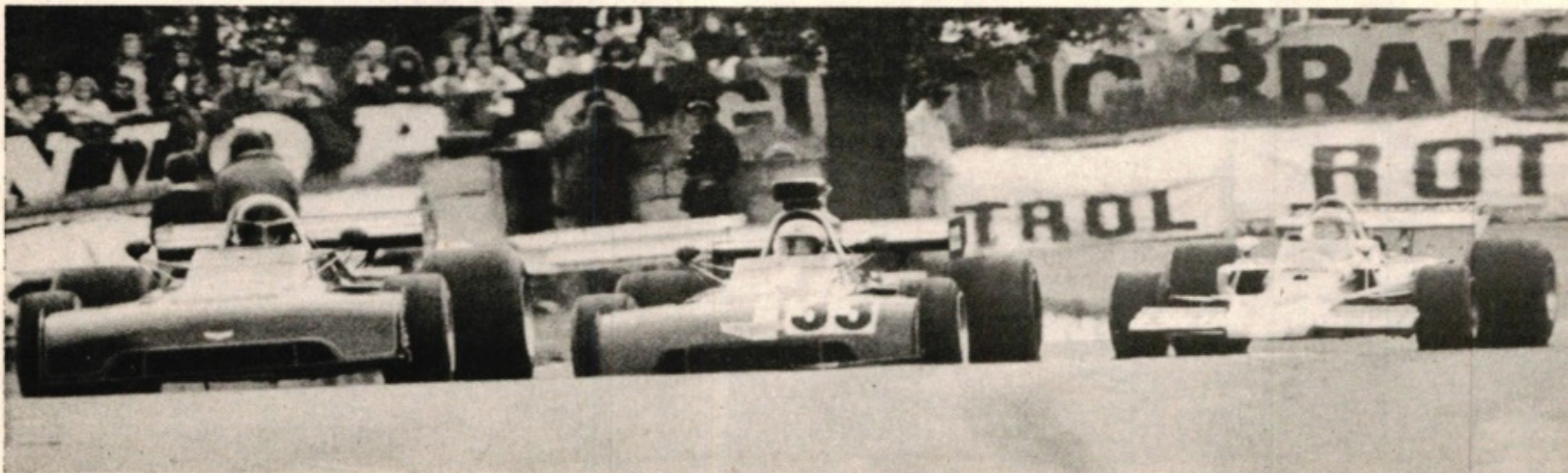
Tom only managed a handful of laps in the rain, the best being 58.2 s. Team-mate Clive Santo's Lola was brand new and had all sorts of problems, including gearchange difficulties, and Clive drove it for the first time in the rain, doing 73.4 s despite the fact he could hardly reach the pedals!

Poor Alan Rollinson with his self-financed McRae GM1 had his usual chapter of problems. The car looks really smart and has benefited from a complete rebuild, including revised suspension. After some promising test laps at Silverstone on Friday a valve dropped. The engine was rebuilt, but a cylinder head located on Sunday gave trouble for when the engine was started at 4 am on race morning water appeared where it shouldn't have. At the circuit, Alan borrowed another head from George Begg but had to miss practice. He was allowed to start from the back of the

grid with a 10 s penalty after completing three warm-up laps.

Tony Dean Chevron B24 42.4 s	Keith Holland Trojan T101 42.0 s
Bobby Brown Chevron B24 43.0 s	David Oxtan Begg FM5 43.0 s
Gijs van Lennep Lola T330 43.4 s	Guy Edwards Lola T330 43.2 s
Brett Lurger Trojan T101 44.4 s	Bob Evans Trojan T101 43.6 s
Chris Featherstone Lola T190X 48.4 s	Ian Ashley Lola T330 44.8 s
John Bowtell McLaren M10A/B 50.2 s	Teddy Pilette Chevron B24 50.0 s
Tom Belso Lola T330 58.2 s	Clive Baker March 73A 51.6 s
Alan Rollinson McRae GM1 no time, +10 s	Clive Santo Lola T330 73.4 s

Bobby Brown's second placed Chevron chased by Teddy Pilette's similar car which finished just 0.2 s behind. Guy Edwards' Lola is behind.



RACE

Fortunately the track dried before the race which meant that everyone appeared with slick tyres. Some drivers—notably van Lennep, who made his comments known over the PA—felt that the grid was too tightly packed, but fortunately the predicted start-line shunt never occurred and Holland swept into the lead chased by Dean, van Lennep, Oxtan and Edwards. Down the Devil's Elbow, however, second man Dean had a drive-shaft let go, so the Yorkshireman posted his first retirement of the season. Van Lennep took over second spot and he chased Holland hard, opening out a gap to Oxtan, Edwards, Brown and Pilette after two laps. Ashley led the rest, having Lunger, Belso and Evans in tow, while Rollinson was soon 11th.

Baker's March was an early casualty, the oil pump drive belt breaking on his fourth lap. The writing was on the wall for both Edwards and Rollinson; Edwards' Lola trailed smoke from a leaking rocker cover gasket and Rollinson's McRae was steaming. Edwards made three pit stops before everything was satisfactory, this putting him a dozen or so laps in arrears, while Rollinson was forced to retire after five laps.

As van Lennep shadowed Holland, Brown moved into third place on lap five. Two laps later Pilette was up to fourth, moving Oxtan back to fifth ahead of Ashley, Belso, Lunger and Evans. Pilette challenged Brown hard, but on lap 14 he spun it away at the hairpin when, ironically, he thought that Brown was about to lose it! At about the same time van Lennep started to drop back and on lap 16 he rushed into the pits to have a chunking tyre replaced.

Holland was left with the most handsome of leads over Brown, while Belso had stormed up to third and was hauling Brown in. Oxtan was fourth, Lunger an unhappy fifth (the gear ratios were wrong and the front tyres went "off"), Evans sixth and Pilette seventh. The rest of the field, led by Ashley and Santo, had been lapped. Ashley had made a quick pit-stop, while Santo was going well considering how new he was to the Lola—it was also minus first and fifth gears while the seat, not properly secured, was moving about!

On lap 19 Belso's Lola stopped at the hairpin when a wire came off the transistor

ignition. Tom borrowed a penknife, repaired it, pressed the starter—and nothing happened! He later walked back to the pits, yet another good drive coming to nothing. Oxtan moved up to third again with Lunger, Evans and Pilette close at hand.

Pilette overtook Evans on lap 27, moved up to fourth on lap 31 when Lunger pitted to have the front-end altered to give more downforce (the American was also conscious of the fact he was probably holding up Pilette and Evans and felt he ought to get out of their way) and then sailed by the Begg the following lap. Oxtan was, in fact, slowing slightly due to a deflating rear tyre, while Ashley had disappeared from the scene with a broken rear wing mounting. Santo's Lola suddenly cut out leaving Gerards on lap 32 and Clive came to a silent halt near the lake.

On the road the race appeared even more exciting. It appeared that Brown led Pilette, Edwards and Holland, but in reality Edwards was out of contention following his earlier problems—although he proved he is as quick as any in F5000—and Holland was all but a lap ahead of Brown and Pilette. Pilette tried very, very hard to displace Brown, but to no avail. On the very last lap, however, Brown missed a gear down the Devil's Elbow and, snatching the inside line, Pilette closed the gap to half a length. Thrilling stuff!

And that's how they finished with Holland, after his superb drive, all but a lap ahead of Brown and Pilette. Lapped were Evans and Oxtan, the Begg slowing drastically in the closing stages, while despite their long pit stops Lunger and van Lennep salvaged sixth and seventh places.

Rothmans European Formula 5000 Championship race, round 7, Mallory Park, May 28:

1. Keith Holland (Trojan-Chevrolet/Smith T101), 36 m 12.0 s, 111.87 mph;
2. Bobby Brown (Chevron-Chevrolet/Morand B24), 36 m 52.8 s;
3. Teddy Pilette (Chevron-Chevrolet/Morand B24), 36 m 53.0 s;
4. Bob Evans (Trojan-Chevrolet/Smith T101), 49 laps;
5. David Oxtan (Begg-Chevrolet/Begg FM5), 49;
6. Brett Lunger (Trojan-Chevrolet/Smith T101), 47;
7. Gils van Lennep (Lola-Chevrolet/Smith T330), 47.

Still running, not classified: Chris Featherstone (Lola-Chevrolet/Morand T190X), 44; Guy Edwards (Lola-Chevrolet/Smith T330), 36.
Fastest lap: Holland, 42.4 s, 114.62 mph (equals record).
Retirements: Tony Dean (Chevron-Chevrolet/Morand B24), 1 lap, driveshaft; Clive Baker (March-Chevrolet/Bolthoff 73A), 3, oil pump drive belt; Alan Rollinson (McRae-Chevrolet/Rollinson GM1), 5, cylinder head gasket; Tom Belso (Lola-Chevrolet/Smith T330), 18, ignition; John Bowtell (McLaren-Rover/Lilley M10A/B), 21, overheating and losing oil; Ian Ashley (Lola-Chevrolet/Smith T330), 27, wing mounting; Clive Santo (Lola-Chevrolet/Smith T330), 31, engine cut out.

track. No one could touch him and after the 10 laps he was 10.4 s ahead of Bob Arnott's Merlyn Mk 24. Tiff Needell (Lotus 69F), who held second place for the first two laps, was a game third while Syd Fox's Camel-Hexagon Hawke DL10 headed a four-car bunch fighting for fourth place.

Heat 2 saw another "demonstration," this time by John Crowe whose Merlyn Mk 17/20 romped away from the others. Donald Macleod just held off Canadian Rich Bacon in an all-Merlyn contest for second place while Mike Taylor, celebrating his 20th birthday, took fourth place in his old Palliser WDF2.

The combined saloon/modsports race, with eight classes, meant like at a children's party there were prizes for everyone. Dennis Welch's twin-cam Anglia led until the hairpin when Tom Powell's Mini took command—and stayed there. Welch remained second throughout, while Harry Phillips' beautifully-presented Corvette Stingray was impressively squirted down the straights to be third and take the modsports division.

The Formula Ford final, with British Oxygen Golden Helmet Championship points at stake, was like a demolition derby. John Bright (BPG Mk 4) and Richard Morgan (Ray 73F) went off at the Esses on the first lap. Next major one to exit the scene was championship leader Donald Macleod who crashed at Gerards on lap 6 when battling for third place and badly damaged his old Merlyn Mk 11/11A. Up front, all eyes were on a fantastic scrap for the lead between Lawrence and Arnott. The pair changed places on almost every lap, usually at Gerards or under braking for the esses. On lap 18, however, as Arnott attempted to pass Lawrence on the inside at Gerards, Lawrence moved across and the two cars touched, a rear wheel of Lawrence's Dulon riding over a front wheel of Arnott's Merlyn. Lawrence's race ended in the bank, but despite damaged steering Arnott went on to take the chequered flag.

Arnott took an easy victory over Fox with Needell, Wilcox and Taylor next up. Bacon would have been there, too, but he went off at Gerards with only just over a lap to compete. But the race didn't end here. In the paddock afterwards Lawrence and Arnott argued with the result that Arnott was carried off unconscious to the medical centre while Lawrence will be appearing before an RAC Tribunal. The stewards of the meeting later disqualified Arnott for "careless driving," giving victory to the experienced Fox.

British Oxygen Golden Helmet Formula Ford Championship round, heat 1 (10 laps): 1, Derek Lawrence (Dulon-Rowland MP15), 9 m 27.4 s, 85.65 mph; 2, Bob Arnott (Merlyn-Scholar Mk 24), 9 m 37.8 s; 3, Tiff Needell (Lotus-Scholar 69F), 9 m 40.0 s; 4, Syd Fox (Hawke-Rowland LD10), 9 m 46.4 s; 5, Rob Wicken (Merlyn-Pipcr Mk 17), 9 m 46.8 s; 6, Richard Morgan (Ray-Vegantune 73F), 9 m 47.0 s. Fastest lap: Lawrence, 55.8 s, 87.10 mph.

British Oxygen Golden Helmet Formula Ford Championship round, heat 2 (10 laps): 1, John Crowe (Merlyn-Scholar Mk 17/20), 8 m 49.8 s, 91.73 mph; 2, Donald Macleod (Merlyn-Scholar Mk 11/11A), 8 m 56.4 s; 3, Rich Bacon (Merlyn-Scholar Mk 11A), 8 m 57.0 s; 4, Mike Taylor (Palliser-Scholar WDF2), 9 m 1.6 s; 5, Ed Wilcox (Merlyn-Rowland Mk 11A), 9 m 7.6 s; 6, Terry Fisher (Merlyn-Tasman Mk 20A), 9 m 14.4 s. Fastest lap: Crowe, 51.8 s, 93.82 mph.

Special saloon cars up to 850 cc, 851-1000 cc, 1001-1300 cc and over 1300 cc and modified sports cars up to 1150 cc, 1151-2000 cc, 2001-3000 cc and over 3000 cc (10 laps): 1, Tom Powell (1.3 BLMC Mini-Cooper S), 9 m 16.8 s, 87.18 mph; 2, Dennis Welch (1.7 Ford Anglia 1/c), 9 m 22.8 s, 86.35 mph; 3, Harry Phillips (7.0 Chevrolet Corvette Stingray), 9 m 31.0 s; 4, Jeff Ward (1.0 Hillman Imp).

Special saloon up to 850 cc class: 1, Jeff Hobson (BLMC Mini), 9 laps in 9 m 49.6 s, 74.18 mph. No other starters. Fastest lap: Hobson, 63.4 s, 76.66 mph.

Special saloon 851-1000 cc class: 1, Ward, 82.43 mph; 2, Basil Dagge (Hillman Imp), 9 m 52.6 s; 3, Wilham Barrett (BLMC Mini-Cooper S), 9 m 53.4 s; 4, Graham Ashmore (BLMC Mini-Cooper S), 9 laps. Fastest lap: Ward, 56.4 s, 86.17 mph.

Special saloon 1001-1300 cc class: 1, Powell, No other starters. Fastest lap: Powell, 54.6 s, 89.01 mph.

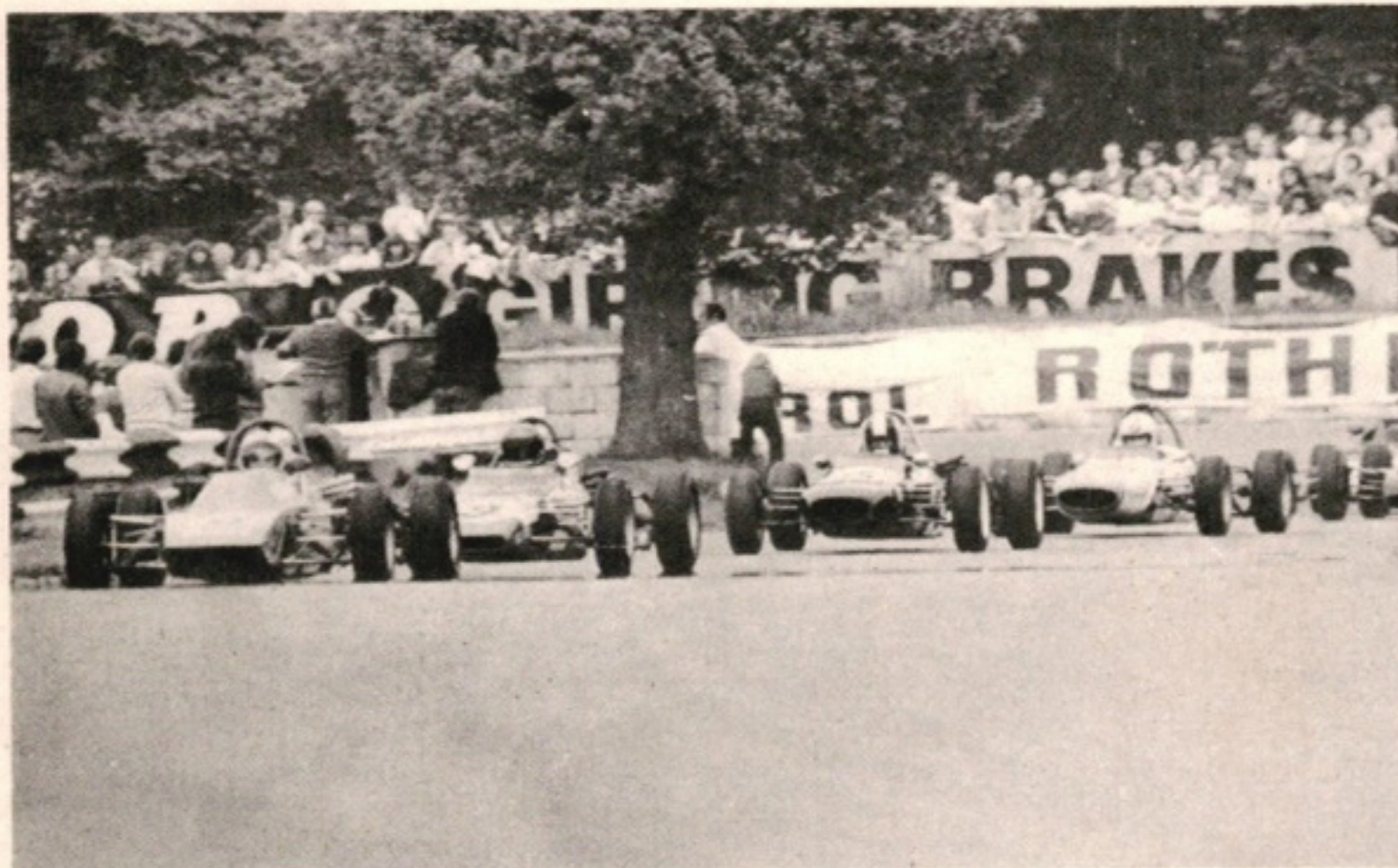
Special saloon over 1300 cc class: 1, Welch, 86.35 mph; 2, Ken Buckley (1.6 Lotus Ford Cortina-PVA), 9 laps. No other starters. Fastest lap: Welch, 55.0 s, 88.36 mph.

Modsports up to 1150 cc class: 1, James Thacker (1.1 Austin-Healey Sprite), 9 laps in 9 m 23.8 s, 77.58 mph. No other starters. Fastest lap: Thacker, 60.2 s, 80.73 mph.

Modsports 1151-2000 cc class: 1, Robert Craig (1.8 MGB), 9 laps in 9 m 43.6 s, 74.95 mph; 2, Anthony Andrews (1.8 MGA), 10 m 17.2 s. No other finishers. Fastest lap: Craig, 62.2 s, 78.13 mph.

Modsports 2001-3000 cc class: No starters.
Modsports over 3000 cc class: 1, Phillips, 85.11 mph; 2, Rodger Burnett (3.8 Jaguar E-type), 9 laps. No other starters. Fastest lap: Phillips, 55.6 s, 87.41 mph.

British Oxygen Golden Helmet Formula Ford Championship round, final (20 laps): 1, Syd Fox (Hawke-Scholar DL10), 17 m 29.0 s, 92.66 mph; 2, Tiff Needell (Lotus-Scholar 69F), 17 m 33.6 s; 3, Ed Wilcox (Merlyn-Rowland Mk 11A), 17 m 41.0 s; 4, Mike Taylor (Palliser-Scholar WDF2), 17 m 47.8 s; 5, Dave Macpherson (Merlyn-Rowland Mk 11A/17), 17 m 53.6 s; 6, Terry Fisher (Merlyn-Tasman Mk 20A), 17 m 56.0 s. Fastest lap: Bob Arnott (Merlyn-Scholar Mk 24), 50.8 s, 95.67 mph.



FF battle: Lawrence leads Arnott, Wilcox and MacLeod.

SUPPORTING RACES

If there is anything Formula 5000 lacks at the moment, of late it's been proper supporting races. Two heats and a final for Formula Ford plus a mixture of saloons and modsports

in another race was patently not sufficient to keep the 10,000 crowd happy on a Bank Holiday afternoon.

Mind you, the Formula Fords offered thrills and spills, especially in the 20-lap final. Heat 1 saw Derek Lawrence in the Smallman Oils Dulon MP15 take an early lead on a wet

Richard Lloyd's A J Rivers Racing Chevrolet Camaro Z28 and Bernard Unett's Chrysler Dealer Team Hillman Hunter GLS dominated the two spectacular Castrol production saloon car races, which highlighted last Monday's Snetterton Championship meeting. The other two sponsored championship races for Shell/Gregor Grant clubmen's sports and Motorcraft Mexicos produced incidents galore and wins for Richard Mallock and Allan Wilkinson, watched by a large crowd in glorious sunshine.

With the decision to make next year's British Touring Car Championship for Group 1 instead of Group 2, there was a feeling of added importance among the Castrol production saloon contingent, although much interest surrounded the Michelin X tyres banned from the Alfa team at Silverstone the previous weekend but back in use on the two Alfas and on Tony Lanfranchi's ShellSport Luxembourg BMW Si on Monday. The Alfas benefited considerably from this rubber—which is still a matter for a RAC Tribunal to decide whether they can be used, with the ones to gain advantage from the tyres busy getting proof that enough have been made to establish them on the RAC tyre regulation list—with John Handley's Roger Clark-entered car sharing third fastest time with Gordon Spice's Wisharts 3-litre Capri while Stan Clark was fractionally behind. From the Esses, it was interesting to note the stability of the 2-litre Alfas and different lines between the two drivers with Clark sliding it through both parts without touching the brakes in the second part while Handley—like the others—did apply the brakes for the right-hand part of the corner. The other main interest in practice centred around the Rothmans 3-litre BMW Si which with Roger Bell on holiday, was handled by Dave Walker who will drive the car in the Spa 24 Hours. Walker recorded fifth best time, but he wasn't very happy with the car and it was taken over by Motor's Mexico ace Tony Dron, who practised out of session and started from the back of the grid.

Fastest man in practice—by 4 s—was Richard Lloyd whose Rivers Camaro was powered through the Esses in a most tidy and rapid manner, to equal Nick Faure's Carrera production sports record of 1 m 50 s, while Les Leston was back at the wheel of the Camaro Stuart Graham raced recently, but Leston was on the third row with a best lap of 1 m 56.4 s with his Camaro taking the Esses in a jerk series of fits-and-starts. Next to Lloyd on the front row were Tony Lanfranchi's Michelin-shod BMW on 1 m 54.0 s with Spice's as-ever spectacular Capri just 0.6 s slower. Mixed with this contingent of production saloons were the £800 to £1500 contestants and overall championship leader from this class, Ivan Dutton surprised everyone with his Escort Sport on the warming-up lap. At the Esses, he spun his Escort Sport and toppled it over on to its roof in between the two parts of the corner. Dutton clambered out unhurt to cheers from the many spectators, while the car was turned back off its roof and he attempted to drive back to the grid but the battered Ford Escort wouldn't fire up and it was pushed in to the sidelines. And that was just the warming-up lap!

Richard Lloyd's Camaro rumbled off pole position in to the lead by Riches while Leston charged through from the third row to take over second position by the time the cars reached the Hairpin, with Lanfranchi holding third place fractionally ahead of Spice and Handley with another trio of Mike Crabtree's Capri, Stan Clark's Alfa and Tony Dron's BMW not far behind. With Lloyd pulling out an ever-increasing lead over Leston, Spice and Lanfranchi continued another of their fraught struggles—this time joined by Handley—with Spice's Capri getting in to the most alarming tail slides through the Esses while the car gushed out spilling-fuel in the path of Lanfranchi. On the third lap Handley made a desperate attempt to get by Lanfranchi and coming in to the Esses, the Alfa took to the rough stuff to scramble by, leaving Spice to ease away in third place. Lanfranchi's attempts to get back at Handley

SNETTERTON

Group 1 spectacular

were ruined on the fifth lap when he suddenly found the car full of smoke and he was forced to make a hasty pit-stop to chuck out a carpet which had caught fire. He continued in 10th place.

With Lloyd having established a comfortable lead without approaching his practice time, he eased off so that Leston wasn't all that far behind on the seventh lap, the second-placed Camaro still taking the Esses in a series of three-penny-bit manoeuvres compared with the unruffled nature of the leading one. Seeing the gap narrowed, Leston got a little too sideways on the seventh tour at the Esses and spun sideways across the track, where it stalled and coasted dangerously across the circuit in front of some back-markers (one of whom blew his horn to try to prevent Leston rolling in to him!). Before Leston could get it going again, Spice was through in to second place and when they reached the pits the chequered flag had already been displayed to Lloyd, as the start-line officials decided to stop the race a lap early for a reason best known to themselves—it was too short as it was at the scheduled eight laps.

Not as though that would have made any difference to Richard Lloyd's comfortable win, although Les Leston might have been able to get back on terms with Gordon Spice if the race had run its full length. Handley's Alfa was not far adrift of those two in fourth place; after closing on Spice quite noticeably in the latter laps he was delayed because of the yellow flags at the Esses during Leston's spin. The dice for fifth place was resolved in the favour of Crabtree whose Capri had Dron and Stan Clark right behind, these three swapping places and almost paintwork quite regularly. Terry Hall's Camaro was originally holding the next place, but had a large moment leaving Russell which saw him spinning in to the pits Armco from where he continued at a much reduced pace, so Ian Richardson inherited eighth place, with Lanfranchi trying as hard as ever to make up grounds in ninth.

With Dutton out of it, the £1050 class was dominated by Simon Kirkby's Simca Rallye, which Kirkby was conducting through the Esses in a most exciting wheel-hopping manner, while Sharpe of Lincoln's Simca team-mate Colin Cooper succeeded in holding off Denis Bissell's Viva for runner's up spot.

Clubman's battle between Vernon Davies's U2 and Noel Stanbury's Gryphon.



There's only one team that counts in the £1050 to £1500 class at the moment and that's Des O'Dell's Chrysler Dealer Team combination of Bernard Unett and the immaculate Hillman Hunter GLS. In the second Castrol production saloon race—which was run to the correct length this time—Unett was completely uncatchable, taking the lead from Riches and extending it to almost 10 s at the finish. The best dice came for second place between the 2.3 Firenzas of Barrie Williams and Tim Stock, Stock running a new shell on his car after the Silverstone inversion. The dice between these two couldn't have been closer with Stock holding the advantage across the line for the first six laps while Williams sat glued to his boot, while their cornering antics made a tremendous spectacle. Williams made his move on the penultimate lap to take over second place and despite a desperate bid by Stock on the last lap, "Whizzo" reached the line fractionally in front.

Some distance behind, Derrick Brunt's Firenza had its hands full of Denis Thorne's similar car while Nigel Stovin-Bradford's Hunter GLS fought off Richard Scantlebury's Opel Ascona which subsequently dropped much farther behind and the Hunter closed on the two Firenzas. Thorne visited the Hairpin bank on the seventh lap to rejoin behind the Hunter, and instead of their usual body-clanging dices, Thorne got by Stovin-Bradford quite easily in to Riches for the last time while Brunt was 3 s clear. Alison Davis' Huxford Fiat 124ST was a steady and lonely eighth.

The £800 contestants made up this race, with the Moskvich domination remaining intact as Tony Lanfranchi switched from his sideways BMW to step in to the 412 and pick up another class win. Lanfranchi was continually shadowed by Eric Horsefield—just 0.4 s separating them at the finish—while Tony Stubbs' rival Moskvich dropped away in third in class and was almost caught by John Worton's Mini which spun at Riches on the last lap.

Between the two championship production saloon car races came another instalment in the ShellSport clubmen's championship which produced an evenly matched front row of Richard Mallock (U2 Mk 12), Noel Stanbury (Gryphon C73) and Vernon Davies (U2 Mk 11B). The three set off to Riches abreast



FF men Peter Costin and David Minister lead the rest of the field.

joined by Barry Foley's St Bruno and a fantastic struggle for supremacy ensued with the four cars exchanging places throughout the first lap before Vernon Davies took command from Foley, Mallock and Stanbury. Davies started to pull away a little while the other three fought over second place until the third lap when Foley started to fall back in fourth place, as the engine began to over-heat. Meanwhile Stanbury had got the better of Mallock in second place and the Gryphon relentlessly closed the gap on Davies, with Mallock challenging for honours too. The dice between Mallock and Stanbury was so fraught, that the Hairpin commentator described the two cars as touching on laps eight and nine, and as the incredibly rapid trio started their last lap there was nothing between them.

The battle in to the Hairpin was further complicated by back-markers and Davies got a bit off line on the outside and spun, taking off Stanbury as well while Mallock nipped through in to the lead, Stanbury collected it all together quickly to head off in second place but arrived at the Esses with no brakes as the collision had dislodged a brake pipe and he spun while a closely following Davies hit the bank very hard but escaped unhurt. This left Mallock well out in front to take the flag, while Foley's over-heating problem caused the engine to misfire and his lucky second place was almost taken by Rob Cochran's Bladon, while Mike Sales' Haggispeed pulled away from Malcolm Jackson's BGL on the last lap for fourth, Sales being surprisingly unpenalised for his push start on the grid after the 2 min board had been shown. Bob Cuthbertson's Drummond fell out of the Sales/Jackson dispute with engine trouble, and Brian Husbands' U2 Mk 12 suffered a similar fate when well placed, while Alan White lost his ninth place by spinning his U2 Mk 11B at the Esses.

The 1-litre class produced a tremendous battle with Creighton. Brown's U2 Mk 11B (which started near the back of the grid after just making practice) making wonderful progress to take the lead of the class by the fourth lap but he then pulled off at the Hairpin, leaving Peter Cooke's U2 Mk 8B/11 in command until that was caught by Martin White's U2 Mk 11 which had lost a lot of ground on the first lap. The two U2s spent much of the last four laps nose-to-tail with White taking the lead in to Riches on the ninth lap, but it was Cooke who held the class lead at the finish.

The meeting opened with a non-championship Formula Ford affair which saw a hectic battle for the lead between David Minister's Elden Mk 8 and Peter Costin's Palliser WDF3 until Costin was nearly put off by a spinning Jim Russell pupil at Coram and Minister was thereafter left unchallenged. Behind Pato Nunez was engaged in a battle with Chris Alford's Merlyn Mk 17 but Alford spun out of contention at the Hairpin, and Nunez' Elden Mk 10A came home third while Chris Mudge was the best of the Jim

Russell contenders in their separate race.

Castrol production saloon car championship round, over £1500 (7 laps). Overall and over £1500 class: and £800 to £1050 class: 1, Richard Lloyd (5.7 Chevrolet Camaro 28), 13 m 22 s, 85.15 mph; 2, Gordon Spice (3.0 Ford Capri RS), 13 m 39.2 s; 3, Les Leston (5.7 Chevrolet Camaro Z28), 13 m 42.6 s; 4, John Handley (2.0 Alfa Romeo 2000 GTV), 13 m 46.6 s. Fastest lap: Richard Lloyd, 1 m 52.4 s, 86.80 mph. (record).

£800 to £1050 class: 1, Simon Kirkby (1.3 Simca Rallye 1), 74.70 mph; 2, Colin Cooper (1.3 Simca Rallye 1); 3, Denis Bissell (1.8 Vauxhall Viva). Fastest lap: Kirkby, 2 m 8 s, 76.22 mph (equals record).

Castrol production saloon car championship round, £1050 to £1500 class and up to £800 (8 laps). Overall and £1050 to £1500 class: 1, Bernard Unett (1.7 Hillman Hunter GLS), 15 m 56.0 s, 81.64 mph; 2, Barrie Williams (2.3 Vauxhall Firenza), 16 m 5.6 s; 3, Denis Thorne (2.3 Vauxhall Firenza), 13 m 42.6 s; 4, Derrick Brunt (2.3 Vauxhall Firenza), 13 m 46.6 s. Fastest lap: Unett, 1 m 57.4 s, 83.10 mph.

Up to £800 class: 1, Tony Lanfranchi (1.5 Moskvich 412), 70.32 mph; 2, Eric Horsefield (1.5 Moskvich 412); 3, Tony Stubbs (1.5 Moskvich 412). Fastest lap: Lanfranchi, 2 m 16 s, 71.74 mph.

ShellSport clubmen's sports car championship round, up to 1000 cc and 1001 to 1600 cc (10 laps). Overall and 1001 to 1600 cc class: 1, Richard Mallock (1.6 U2-Holbay Mk 12), 15 m 49.8 s, 102.72 mph; 2, Barry Foley (1.6 St Bruno-Holbay), 16 m 20.0 s; 3, Rob Cochran (1.6 Bladon d015), 16 m 20.6 s; 4, Mike Sales (1.6 Haggis Speed-Holbay Mk 2). Fastest lap: Vernon Davies (1.6 U2-Holbay Mk 11B), Noel Stanbury (1.6 Gryphon-Swindon RE C73) and Mallock, 1 m 32.8 s, 105.18 mph.

Up to 1000 cc class: 1, Peter Cooke (1.0 U2-Holbay Mk 8B/11), 93.50 mph; 2, Martin White (1.0 U2-Holbay Mk 11); 3, Peter Froude (1.0 Gryphon). Fastest lap: White, 1 m 41.2 s, 96.40 mph.

Formula Ford (8 laps): 1, David Minister (Elden-Piper Mk 8), 13 m 47.0 s, 94.37 mph; 2, Peter Costin (Ray Race Palliser WDF3), 13 m 48 s; 3, Pato Gutierrez-Nunez (Elden-Scholar Mk 10A), 13 m 53.2 s; 4, Jeremy Sumner (Dulon LD4), 14 m 17 s; 5, Ed Cunningham (Merlyn Mk 24), 14 m 17.6 s; 6, Chris Alford (Merlyn Mk 17). Fastest lap: Minister, 1 m 41.4 s, 96.21 mph. Best Russell placing: Chris Mudge (Merlyn Mk 20A), 88.80 mph.

ROBERT FARNALL

The survivors of Brands Hatch arrived for Snetterton's contribution in the Motorcraft Mexico Challenge series, some of them in a rather battered and bruised state; still more of them departed much more scarred. Most notable non-arrival was Mrs Fortescue-Thomas, to the relief of his fellow competitors, from the Brands race. Dominating practice, as he was to do in the race, was Allan Wilkinson the Allen's of Romford entry being a clear 1.4 s ahead of the pack having avoided all of the multi-car dices which took place in the practice session. The next eight cars on the grid were covered by only 0.6 s thus forecasting a close eight lapper.

Wilkinson made a fabulous start and disappeared in to Riches ahead of the field which had already spread to six abreast across the circuit. Whilst Wilkinson circulated clear of the "aggro" a huge gaggle continued to weave over the circuit some six or more cars all trying to be in second place at the same time. Peter Hilliard parted company most spectacularly on the second lap when he rolled many times after hitting the bank at Riches.

Brands winner David da Costa completed three laps with the narrowest of margins over Rod Mansfield, Mike Freeman, Gordon Rigby, Stuart McCrudden and Barrie Williams. Suddenly towards the end of the fourth lap the whole order changed in a flurry of spinning cars at the Esses, da Costa, Freeman and Rigby tangled with the banking and/or

themselves. Freeman's car turning over da Costa. Williams squeezed through an almost impossible gap to avoid the mêlée and set after catching Mansfield, the latter being badly held up by the very slow Brian Tubby on lap six, giving Whizzo his chance—Williams car having had a new engine built up over night at Willments.

Wilkinson having taken the flag after easing off in the final laps, Mansfield just headed off Williams by a car's length although Barrie made the finish marshal leap for cover as he chased the Tricentrol car across the line. Fourth place was another six car affair, eased only when McCrudden had to retire at the pits and Eric Chappell's car on to three cylinders. Even so, only 1 s covered Tony Dron, Nick Weir, Mike Crabtree and John Waterman—that being the finishing order with Crabtree and Waterman dead-heating.

Williams' efforts in this race and his stirring dice in the Castrol production saloon race earned him the BP Man of the Meeting.

By contrast the BRSCC East Anglia centre special saloon championship event which followed was tame, Nick Whiting—making one of his few trips to Norfolk—had no opposition to his smart Escort-FVA once Tony Mann lost the gears on his Anglia t/c following a slight coming together between the two Fords. Andrew Wheldon's fuel-injected Cooper S had the edge of Nick Wattiez whose demon start in the ex-Longman Cooper S did not go unnoticed and dropped him a further three places in the final order. Predictably the 1-litre class winner was Peter Baldwin whose rapid Cooper took fourth on the road. Norman Blowers (Wesley Mini) took the 850 class and continues to lead the championship.

And so to the finale, not formule libre but two of the fading formulae of the present UK racing scene: Formula Super Vee and Formula 4. Having thus commented, we must go on to say that the resulting race was very good despite the entry for both classes being very small. John Morrison's M & S Super Nova Tui seemed set to score his third successive championship victory until around half-distance Ron Grant sneaked up on him and pounced in to the lead with his Lola T252. From then on, the lead changed every lap, but Morrison seemed to have it all under control as he rounded Coram for the last time with a two length lead. Suddenly he slowed, the tell-tale puff of smoke indicating a missed gear-change and Grant was through in to Russell, but Morrison chased him to the line where both cars were given the same time. Fred Saunders held third throughout, his earlier fuel starvation problems making a return when he attempted to catch the leaders in his Royale RP9. There was quite a dust-up in the F4 category between the leading runners in this class and the slower Super Vees. Fergus Tait (Chevron) took class honours once again after moving up steadily and pipping Dave Griffiths' similar car on the last lap. Early leader John Webb spun his Chevron B9 at Riches when the throttle cable broke.

MIKE DIXON

Motorcraft Mexico Challenge race (10 laps): 1, Allan Wilkinson, 16 m 11.2 s, 80.36 mph; 2, Rod Mansfield, 16 m 11.8 s; 3, Barrie Williams, 16 m 12 s; 4, Tony Dron, 16 m 20 s; 5, Nick Weir, 16 m 20.6 s; 6, Mike Crabtree and John Waterman, 16 m 21 s. Fastest lap: Crabtree, 1 m 59.2 s, 81.85 mph.

BRSCC East Anglian Centre special saloon championship (8 laps): 1, Nick Whiting (1.6 Ford Escort), 14 m 20.6 s, 90.60 mph; 2, Andrew Wheldon (1.3 Mini-Cooper S), 14 m 27 s; 3, Peter Baldwin (1.0 Mini-Cooper S), 15 m 3.4 s; 4, Rupert Lond (1.0 Ford Anglia), 15 m 15.4 s.

Over 1300 cc: 1, Whiting; 2, David Lee (1.8 Alfa Romeo GTA); no other finishers. Fastest lap: Whiting, 1 m 46 s, 92.04 mph.

1001 to 1300 cc: 1, Wheldon; 2, James Utting (1.3 Mini-Cooper S); 3, Nicholas Wattiez (1.3 Mini-Cooper S). Fastest lap: Wheldon and David Conway (1.3 Riley Elf), 1 m 47.2 s, 91.01 mph.

851 to 1000 cc: 1, Baldwin; 2, Long; 3, Roger Hayward (1.0 Mini-Cooper S). Fastest lap: Baldwin, 1 m 51.4 s, 87.58 mph.

Up to 850 cc: 1, Norman Blowers (850 Mini); 2, Brian Tester (850 Mini). Fastest lap: Blowers, 1 m 55.6 s, 84.39 mph.

National Formula Super Vee Championship and Formula 4 Overall and Super Vee Championship (8 laps): 1, Ron Grant (Lola T252), 13 m 12 s, 98.55 mph; 2, John Morrison (Supernova Tui), 13 m 12 s; 3, Fred Saunders, 13 m 34.6 s; 4, Steve Tipping (Royale RP14), 13 m 39.4 s. Fastest lap: Morrison and Grant, 1 m 36.6 s, 100.99 mph (record).

Formula 4: 1, Fergus Tait (1.0 Chevron B15/17), 93.88 mph; 2, Dave Griffiths (Chevron B15/17); 3, Maurice Ogier (Brabham BT28). Fastest lap: Tait, 1 m 41.4 s, 96.21 mph.

Thirty-three year old Swede Conny Andersson took exactly 33 minutes at Oulton Park last Monday to score probably the finest win of his motor racing career at the wheel of his new March 733. Ian Taylor took just 0.6 s longer to cover the 20 laps of the fifth round of the 1973 John Player Championship in his Chris Andrews-entered March, having won the first heat on a soaking track in impressive style. Third on the road was winner of heat two, Leonel Friedrich, in yet another of the 1973 Marches but, although his superiority in the heat was sufficient to cancel out a 10-sec push-start penalty, in the final when the same trouble recurred, he was relegated to seventh. Once again the weather played havoc with some of the races, the BRSCC organisers finding themselves with a number of wheel-less cars with a minute to go before the start of the second heat, as drivers switched from wet to dry tyres. The delayed start overheated several engines, notably that of championship leader Alan Jones who finished a very disgruntled 10th. In the final, on a dry track, Jones carved his way through from 16th to fifth, which became fourth with Friedrich's penalty, and consolidated his lead for the DART GRD team. The supporting races were pretty dismal, with one or two bright spots, and we question the thinking behind presenting the crowd at an international meeting with yet another poorly-supported production sports car race.

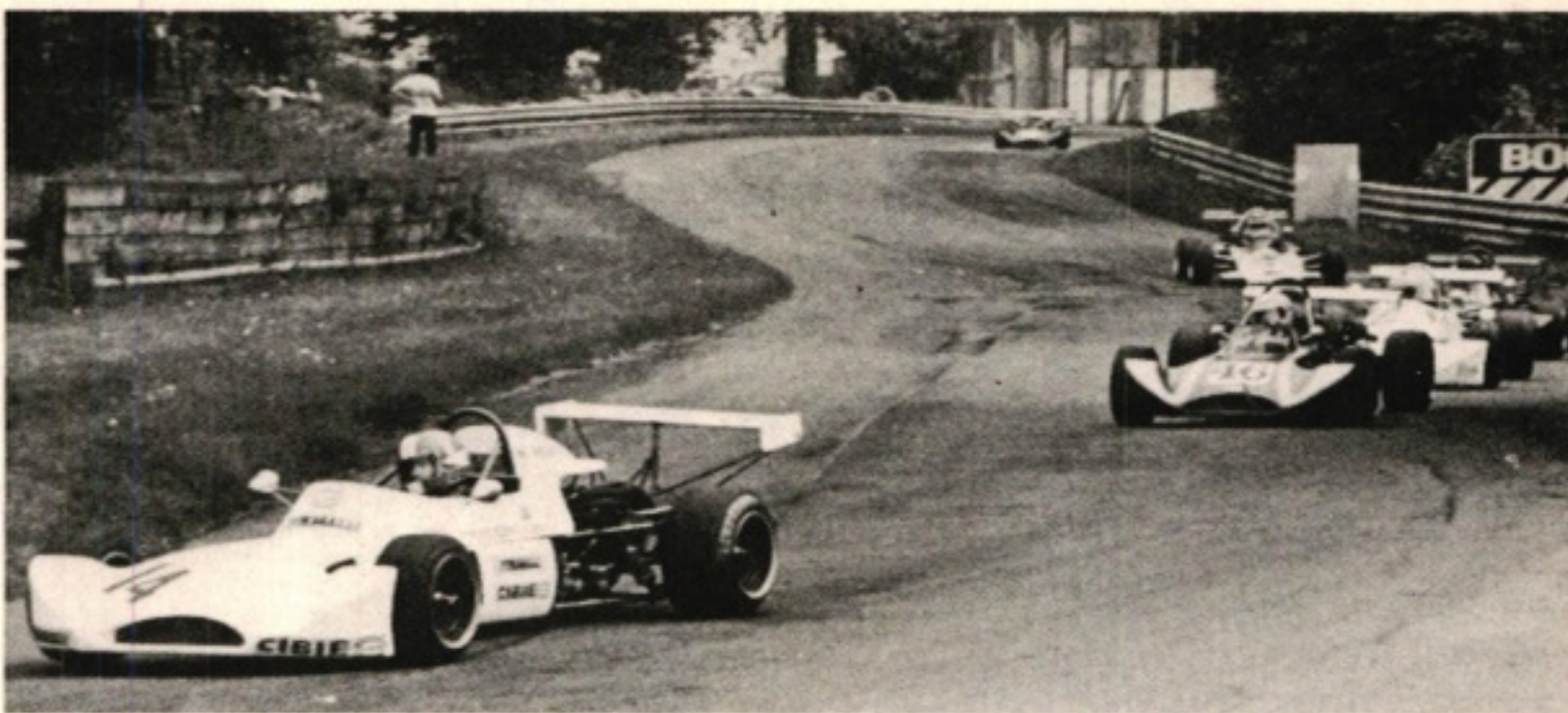
ENTRY & PRACTICE

With Monaco practice only three days away, a number of drivers were reluctant to swap the sun of the Mediterranean for damp Cheshire as a hunting ground for John Player points and the entry was mostly British-based but reasonable for all that. Number one was given to Good Friday winner Russell Wood whose Chequered Flag March 733 had received a new monocoque tub after its Zandvoort mishap. However, he was pushed to the outside of the front row for heat one by fellow March driver Ian Taylor, who had traced the Dutch misfire and was happy once more, although pole position went, for the second week running, to Super Hen himself in the lurid green GRD 373. Henton and Taylor both achieved 1 m 36.6 s, 0.4 s outside the F3 record, while Wood was 0.8 s slower. Damien Magee was a fifth slower than Wood in Tony Brown's Brabham BT41 which was plagued with a troublesome wing, while John Sheldon sprang a surprise by putting his Royale RP11A alongside the Ulsterman, albeit 1.2 s slower. Sheldon was also called upon to follow his nine to five vocation of dentist after practice, extracting a troublesome tooth for "Teleco's" team manager Sandro Angeleri!

Australian sometime Formula Ford driver Richard Knight (no connection with the Martini one) should have had his John Stanton-entered GRD-Vegantune 373 on the inside of row three but he crashed at Druids after recording 1 m 39.0 s, and the damaged corner could not be rebuilt in time. This left Ulf Svensson's Brabham BT41 (1 m 39.6 s) alongside Barrie Maskell in the latest "Competition Car," the second version of the MRE, having its first race. Maskell and Svensson together must have more F3 experience than the rest of the grid put together and the Yorkshireman seemed happy enough until the car stopped at Knickerbrook. His time of 1 m 40.2 s was equalled by Antiguan Mike Tyrrell's Ensign and he shared the fourth row with Prince Nicholas von Preussen, no longer a total back marker in his P & M March 733.

American Tom Hilliar put his Ensign on the inside of the penultimate row with a time of 1 m 41.0 s while Mike Catlow managed 1 m 41.6 s in the Elden Mk 12 which was making its first visit to Oulton Park. Val Musetti completed the row in his Royale RP11A-Carlow/Vegantune on 1 m 42.0 s. At the back came Dutchman Roelof Wunderink (no sign of Randy Lewis this week) in the rebuilt ex-Steve Thompson/Ken Mackintosh Ensign LNF3/71, his time being 0.4 s slower than Musetti's while John McDonald completed the grid in his GRD 373 and a time of 1 m 42.8 s.

There were 20 potential starters for heat two although again there was to be one



Leonel Friedrich (March) leads the similar cars of Conny Andersson, Ian Taylor, Masami Kuwashima and the GRD of Tony Brise.

OULTON PARK

Andersson's successful return

Story by IAN TITCHMARSH Pictures by PETER McFADYEN

non-starter. Pole position went to Neil Ginn's GRD 372 which went better than ever before to equal the F3 record of 1 m 36.2 s. Alan Jones in the DART GRD 373 was as fast as Henton and Taylor had been, while Mo Harness completed the front row with a time of 1 m 37.0 s in the Modus Ensign. Tony Brise's immaculate GRD 373 in Kent Messenger colours equalled Harness's time while Masami Kuwashima's sinister black March 733 was only 0.2 s slower. Brazilian comingman Leonel Friedrich was a further 0.2 s behind in his similar March and yet another of the new Marches followed, the smart blue car of the second Swede present, Conny Andersson who had discovered that a simple mod to the rear dampers made a world of difference to the handling.

Mike Wilds completed the third row in the Dempster Developments Ensign, his time of 1 m 38.0 s being 0.2 s slower than Andersson. Once again Wilds was back with his trusty Holbay after Dutch disasters with the other. Winner at Brands Hatch the previous week, Richard Robarts was the first of three drivers to record 1 m 38.2 s in his Myson Racing GRD 373, the others being Benard Vermilio in his new Merlyn Mk 21-Novamotor and "Teleco" in a March 733-Novamotor. Alas, to add to his team manager's dental problems, the Brazilian newcomer shunted quite heavily at Old Hall and became a non-starter. A South American who did start was Uruguayan Pedro Passadore in the ex-Rousselot GRD 372, he being only 0.2 s behind the previous three. Then came the largest gap yet to Matt Spitzley's revamped March 713M on 1 m 39.2 s.

The second P & M March 733 of Nick Crossley (1 m 39.8 s) shared the sixth row with American Tony Rouff's GRD 373 (1 m 40.0 s) and then there was 2.2 s to John Littler's 1972 Ensign. Roger Craven's GRD 372 managed 1 m 43.0 s while alongside was the second Antiguan to hit F3, Jimmy Fuller, who has acquired the ex-Chris O'Brien Brabham BT38C although his track manners seemed rather rusty. At the back was another new F3 face, well-known on the hills, Spencer Elton, in the ex-Jerry Gumbs Ensign LNF3/72 and last of all was the uncompetitive Brabham BT35M (the last one built) of Australian Andy McGregor, running a Dentune engine. The last three were timed at 1 m 44.2 s, 45.6 s and 48.0 s respectively.

HEATS

After practice the heavens opened for lunch so that the track was well soaked by the time the first heat lined up. The rain soon stopped but it was clearly wets all round. Henton doesn't rate the wet too much, and indeed spun on one of his warming up laps

at Old Hall, but Taylor certainly does and, after alarming all and sundry by starting his engine at the very last seconds, disappeared into a lead about which Wood could do absolutely nothing at all. At the end of the 10 laps 13 s separated the leading Marches while Magee was a further 4.6 s back in the Brabham. Sheldon maintained his practice form, despite the changed conditions, and caught right up with the Ulsterman by lap 4. For a few brief instants the Royale was actually ahead on Top Straight on lap 5 but a moment at Lodge two laps later lost the dentist too much time to challenge again. Henton was a lonely fifth, happy to keep it on the island while Tyrrell completed the first six to the flag in the red Ensign. Maskell just qualified for the final, managing five laps before the throttle cable snapped while Musetti was the only retirement, with no clutch.

The aggro at the start of the second heat would have been fit for a Brian Rix farce had it not involved expensive motor cars. The track was drying all the time but only Friedrich decided to fit slicks from the outset. Then Brise and Andersson followed suit but only managed to change a pair each before the officials muscled in in traditional Oulton Park 1973 style. "The race will start on time come what may," was the official cry as wheel braces were snatched from mechanics' grasps, and wheel nuts left untightened. Then a delayed start board was shown by which time Jones felt he ought to be allowed to stop his engine and change to slicks too, which seemed reasonable. But no, everyone except Friedrich was condemned to wear out expensive wet tyres although the officials saw fit to reprimand Andersson for running with slicks on one pair of wheels only. They must have had the MoT regs in mind!

Kuwashima led away when the flag finally fell, driving round the outside of Ginn at Old Hall but Friedrich was already fifth and closing in on Ginn, Jones and Harness between him and first place. Poor Vermilio crashed his new Merlyn at Cascades on lap 2 while lying a handy sixth and Wilds had to spin at Island, falling to 10th. Friedrich's pace was tremendous while Kuwashima was twitching all over the road on his increasingly unsuitable wets. On lap 4 the Brazilian March took the lead at Island and then increased its lead by handfals each lap to finish nearly 24 s ahead and assure Friedrich of pole position for the final despite the push start penalty. For someone who had never driven a single-seater before this year, his driving was little short of sensational despite the tyre advantage, Brise, with slicks on the back, and Andersson, with slicks on the

front, soon showed that either combination was better than all wets, with the Swede just heading Ginn to the line for third as Brise dropped back to fifth. Ginn and Kuwashima, who stayed second to the end, coped very well indeed with the wrong rubber while Wilds turned in a good effort after his first lap nonsense to come back up to sixth with the aid of his rare Firestone intermediates. Robarts retired with loss of power and overheating due to the start line confusion while MacGregor pulled off on lap two with a puncture, but everyone else finished apart from the wretched Vermilio.

FINAL

Both Friedrich and Taylor needed push starts for the final but the Englishman was able to restart on the button so incurred no penalty. The drama lay further back, however, as Harness, Tyrrell, Henton, von Preussen and Maskell all tangled at the end of the pits and retired with varying amounts of damage although no one was hurt. Littler also spun and never restarted although the car seemed undamaged. Straight into the lead went Friedrich chased by Taylor, Andersson (who had executed a superb start), Magee and Kuwashima with Brise lying a lowly seventh and looking for a way past Wood. Magee soon fell back and retired with gearbox difficulties but it was intensely close at the front as Taylor challenged Friedrich with Andersson always there and both Kuwashima and Brise well in the hunt too. Taylor took the lead for all of Deer Leap on lap three but the Brazilian counter-attacked magnificently and was in front again by Old Hall. Wilds led the pursuers by now from Wood, Ginn, Sheldon and a rapidly closing Jones.

The March train at the front with the GRD "guard's van" was so tightly bunched that all the magic of F3 as it used to be came flowing back. Taylor led lap 5 but it was Friedrich again a lap later while Andersson was also ahead of the Baty car. Brise had briefly dealt with Kuwashima but some three-abreast stuff on Top Straight relegated him to fifth again on lap 8. By half distance it was fascinatingly obvious that Wood, Ginn and Jones, who had dropped Wilds, were also closing on the leading bunch and the last few laps promised something really fraught. Andersson made his first bid for the lead at Knickerbrook on lap 11 and, as it turned out, it was the only one he needed. However, Taylor was determined not

to let him get away and Friedrich was quickly pushed down to third. Just as Wood & Co caught up to create a string of eight cars, Kuwashima dropped it at Knickerbrook, spinning out of fourth place and into retirement.

This incident split the other three Marches from Brise who was now under great pressure from Wood, Ginn and Jones and then Friedrich, too, began to fade ever so slightly so that it was down to Andersson and Taylor for first place. The Swede has been around in F3 long enough to look after himself although his weaving manoeuvres on Top Straight certainly made life difficult for Taylor without ever being dangerous. If the boot had been on the other foot... On the last lap Andersson, who had never raced at Oulton Park before, made his March very wide indeed and maintained his slender advantage to win by 0.6 s. Friedrich was third on the road but dropped to seventh in the results while Brise and Jones, who had been indulging in something far more dangerous than Andersson's weaving as the paint on Jones's tyre bore witness after contact with a barrier, shared the same race time for the next two places. Ginn "couldn't stop" at Druids on the last lap, forcing Wood to run wide and lose his place to the GRD driver. Wilds, after a good start, was a disappointed eighth while Sheldon drive a lonely race to take a worthy ninth ahead of some much more experienced competitors. If F3 stays like this one, it doesn't need replacing. Taylor took fastest lap, 0.2 s off the record.

SUPPORTING RACES

From the moment Geoff Wood's BDA-engined Mini broke a camshaft in practice, the MCD special saloon race was a chapter of mechanical maladies, with one near disaster. Twenty cars started but only half that number finished, eight of them Minis and, strangely, none in the usually well-supported 1-litre class. Most of the race was run with the sight of Dave Millington's Firenza on its side at Knickerbrook after the brakes had failed on lap 2. The car was written-off against the sleepers while Millington sustained a broken collar bone, a badly cut wrist and severe bruising. The good points of the race were the drives of John Chappel, Tony Sugden and Des Donnelly. Chappel, after playing second fiddle to Sugden's Escort TC for three laps, took his Cooper S into the lead at Lodge and broke the class record on his

way to yet another Oulton win as Sugden cooled it to earn the class points. Irish visitor Donnelly with his Lotus twin-cam (Vauxhall type) engined-Viva could have won but stopped at the end of lap one when a lead came off the coil. He then stormed back through the field, his task eased a little by the high fall-out rate, but spectacular all the way to a well-earned fifth and a large cigar! Alex Clacher spun away a certain 1-litre class win at Deer Leap on lap 2, retiring with bodywork damage while Neil Dineen won the two-car 850 category, breaking the class record in the process in his Mini.

A feeble grid of nine Formula Fords provided scant entertainment over 10 laps, Stuart Baird winning in his Aerofan/Merlyn Mk 24 from Richard de la Rue's Royale RP16, the solicitor having lost the attentions of article clerk Barry Warburton who retired his Merlyn Mk 17 on lap three with no drive to the water pump.

Anyone who thinks G3 is in a healthier state than G1 at this time last year must have great powers of self-delusion. Twelve starters were reduced to eight finishers in yet another round of the "course car" championship. Nick Faure tried hard to enliven the proceedings by driving his Porsche Carrera RS on the limit, which only makes his win more inevitable. Chris Meek's challenge came to naught after a spin and then overheating with the de Tomaso Pantera (rendered as a de Tamasco in the programme after a late lamented mod sports championship?). Shaun Jackson spun his TR6 into the Cascades armco to ensure that no one finished in his class; two Midgets started and Geoff Till was the better; while Malcolm Wayne's Europa was more than a match for the similar car of Julien Stock, which had to spin once to avoid John De Stefano's wayward Carrera. Apart from Faure, abysmal.

John Player Formula 3 Championship round 5 Oulton Park, May 28 20 laps, 55.22 miles

1. Conny Andersson (March-Novamotor 733), 33 m 0.0 s, 100.40 mph;
2. Ian Taylor (March-Holbay 733), 33 m 0.6 s;
3. Tony Brise (GRD-Holbay 733), 33 m 4.0 s;
4. Alan Jones (GRD-Vegantune 373), 33 m 4.0 s;
5. Neil Ginn (GRD-Novamotor 372), 33 m 5.6 s;
6. Russell Wood (March-Novamotor 733), 33 m 13.0 s*;
7. Leonel Friedrich (March-Holbay 733), 33 m 13.0 s*;
8. Mike Wilds (Ensign-Holbay LNF3/73), 33 m 18.0 s;
9. John Sheldon (Royale-Vegantune RP11A), 33 m 54.6 s;
10. Tony Rouff (GRD-Vegantune 373), 34 m 7.8 s; 11. Ulf Svensson (Brabham-Holbay BT41), 12. Matt Spitzley (March-Vegantune 713M/733), 13. Roelof Wunderink (Ensign-Vegantune LNF3/71), 14. Roger Craven (GRD-RES 372), 19 laps; 15. Tom Hillier (Ensign-Vegantune LNF3/73), 19 laps; 16. John MacDonald (GRD-Novamotor 373), 19 laps; 17. Jimmy Fuller (Brabham-Novamotor BT38C), 19 laps.

Fastest lap: Taylor, 1 m 36.4 s, 103.11 mph.
Heat 1 (10 laps): 1. Taylor, 17 m 57.6 s, 92.24 mph; 2. Wood, 18 m 10.6 s; 3. Damien Magee (Brabham-Novamotor BT41), 18 m 15.0 s; 4. Sheldon, 18 m 16.6 s; 5. Brian Henton (GRD-Holbay 733), 18 m 44.2 s; 6. Mike Tyrrell (Ensign-Vegantune LNF3/72), 18 m 52.0 s; 7. Svensson (8. MacDonald; 9. Prince Nicholas von Preussen (March-Novamotor 733); 10. Wunderink; 11. Hillier; 12. Mike Catlow (Eden-Holbay Mk 12), 9 laps; 13. Barrie Maskell (MRE-Holbay Mk 2), 5 laps. Fastest lap: Taylor 1 m 46.2 s, 93.59 mph.

Heat 2 (10 laps): 1. Friedrich, 17 m 12.4 s, 97.22 mph; 2. Masami Kuwashima (March-Holbay 733), 17 m 26.2 s; 3. Anderson, 17 m 27.8 s; 4. Ginn, 17 m 29.6 s; 5. Brise, 17 m 34.6 s; 6. Wilds, 17 m 35.0 s; 7. Mo Harness (Ensign-Holbay LNF3/73); 8. Spitzley; 9. Rouff; 10. Jones; 11. Pedro Passadore (GRD-Vegantune 372); 12. Craven; 13. Nick Crossley (March-Novamotor 733); 14. John Littler (Ensign-Vegantune LNF3/72); 15. Spencer Elton (Ensign-Vegantune LNF3/72); 16. Fuller 9 laps. Fastest lap: Friedrich, 1 m 39.6 s, 99.80 mph.

* Including 10 s penalty.
MCD Special Saloon Championship round (12 laps): 1. John Chappel (1.3 Mini-Cooper S), 22 m 20.6 s, 88.97 mph; 2. Tony Sugden (1.9 Ford Escort TC), 22 m 27.0 s; 3. Brian Cox (1.3 Mini-Clubman BDA), 23 m 0.2 s; 4. Bernard Bird (1.3 Mini-Cooper S), 23 m 12.2 s.

Over 1300 cc class: 1. Sugden, 88.55 mph; 2. Des Donnelly (2.3 Vauxhall Viva TC); no other finishers. Fastest lap: Donnelly, 1 m 47.4 s, 92.55 mph.

1001 to 1300 cc class: 1. Chappel, 88.97 mph; 2. Cox; 3. Bird. Fastest lap: Chappel, 1 m 50.0 s, 90.36 mph (record).

851 to 1000 cc class: no finishers. Fastest lap: Alex Clacher (1.0 Hillman Imp), 1 m 59.6 s, 83.11 mph.

Up to 850 cc class: 1. Neil Dineen (850 Mini), 81.79 mph; 2. Alan King (850 Mini); no other starters. Fastest lap: Dineen, 1 m 59.8 s, 82.97 mph (record).

Formula Ford (10 laps): 1. Stuart Baird (Merlyn-Rowland Mk 24), 18 m 20.4 s, 90.33 mph; 2. Richard de la Rue (Royale-REE RP16), 18 m 28.0 s; 3. Mike Wrigley (Merlyn-Piper Mk 11A), 18 m 42.8 s. Fastest lap: Baird, 1 m 48.8 s, 91.36 mph.

STP Production Sports Car Championship round (10 laps): 1. Nick Faure (2.7 Porsche Carrera RS), 19 m 36.8 s, 84.47 mph; 2. Malcolm Wayne (1.6 Lotus Europa Special), 19 m 54.4 s; 3. Julien Stock (1.6 Lotus Europa Special), 20 m 27.8 s; 4. John De Stefano (2.7 Porsche Carrera RS), 20 m 39.8 s.

Over £3000 class: 1. Faure, 84.47 mph; 2. De Stefano; 3. Alan Minshaw (2.2 Porsche 911E). Fastest lap: Faure, 1 m 56.0 s, 85.69 mph (record).

£1625.01 to £3000 class: 1. Wayne, 82.87 mph; 2. Stock; 3. Roger Smith (1.6 Lotus Eian Sprint). Fastest lap: Wayne, 1 m 58.8 s, 83.67 mph. (record).

£1200.01 to £1625 class: no finishers. Fastest lap: Shaun Jackson (2.5 Triumph TR6), 2 m 7.2 s, 78.14 mph.

Up to £1200 class: 1. Geoff Till (1.3 MG Midget Mk 3), 72.01 mph; 2. Terry Hathaway (1.3 MG Midget Mk 3); no other starters. Fastest lap: Till, 2 m 14.6 s, 73.85 mph (record).





Berisford, Lees and Young go through as Bruce-White and Heale spin.

SILVERSTONE

STP points to Murphy: Sytner's clubman's win

The British Racing Drivers Club promoted another of their excellent nine-race championship meetings at Silverstone last Monday. Although the morning was wet the meeting was blessed with dry weather throughout the afternoon and the big crowd was entertained to some tremendous racing in every event.

Main race of the day was the STP Formula Ford Championship event which attracted a capacity entry for two heats and a final which resulted in a win for John Murphy's Tricentrol Hawke after a tough battle with Ian Berisford (Palliser) and Chris Woodcock's Merlyn. Murphy had earlier won his heat while the second went to Roger Bruce-White's Dulon.

Other winners during the day were Brian Mills (E-Type), Frank Sytner (U2), Ian Briggs (Mini), Mick Hill (Capri) and Bobby Bell (BRM).

The meeting opened with the first of the two STP FF qualifying heats run over seven laps of a rapidly drying circuit. Sitting on pole position was the current star pupil from the Jim Russell Racing Drivers School, Belgian Patrick Neve in his Merlyn-Scholar. However, after leading away from the line Neve scored a black mark when he arrived at Becketts and spun which let the respective new and old Dulons of Roger Bruce-White and David Heale plus Mike Young's new Tricentrol Merlyn dispute the lead. Neve in fact dropped to seventh behind Graham Elkington's Royale, Glenn Eagling's Lotus 61 and James Murray-Willis (Mirage). As Heale took over the lead for laps two and three Neve made rapid progress and tagged on to the leading trio. Bruce-White re-established his lead on lap four which he held to the end although Heale and Young made him work very hard for it. The winning Dulon in fact probably could not have lasted much longer anyway as the oil pressure was beginning to drop. Neve briefly made it back to third on lap five but spun again at Becketts before taking fourth well back from the leaders and only just ahead of Murray-Willis.

The second race brought forth the Mod-sports competitors headed by the E-Types of Brian Murphy and Brian Mills. It was the latter from the middle of the front row who made the best getaway and Murphy in his pursuit indulged in the first of three spins at Becketts which let Steven Sharp's E into second hotly pursued by Ted Reeve's Midget and John Cotton's Oselli TVR. Murphy was back in seventh place but next time round was up to third. As Mills pulled away in the lead Murphy challenged Sharp for a couple of laps before taking second and then spinning at Becketts as Sharp coasted to a halt at the same corner with a mechanical malfunction. This left Reeve and Brian Wilson's Cobra dicing hard for second. Wilson had the advantage most of the time but on the penultimate

lap the irrepressible Murphy was back with them again as suddenly Mills' boot loomed large in their windscreens. Murphy with the possibility of a win in sight got over-excited again and spun at Woodcote leaving Mills to his win on five cylinders while Wilson and Reeve took close second and third places respectively. Small class winner was Malcolm Beer who finished a very competitive fourth ahead of Bryan Litherland's Elan and Cotton's TVR.

The second FF heat was next on the agenda. Front row men Mick Biles (Royale), Frank Hopper (Royale) and Richard Hawkins (Titan) all posted the same practice time and a good race was promised. It was indeed but the winner came from the second row in the form of John Murphy's Tricentrol Hawke which took over the lead from Hopper on lap five. Chris Woodcock (Merlyn) and Ian Berisford (Palliser) tried as hard as anyone possibly could to prevent Murphy's win but despite all the sideways antics and barging Murphy held on and in fact won by the comparatively large margin of 0.8 s at Woodcote and Hooper dead-heated on time, 0.4 s ahead of Berisford. Geoff Lees (Alexis) was always nearly in fifth there as were the chasing Hawkins and Biles.

The smaller saloons contesting the Esso Uniflo Special Saloon car championship were next out. On the front row were the big and small engined Minis of Ian Briggs and Sedic Bell which were easily quickest in practice. Briggs took the lead at the start and never looked back, winning extremely comfortably. Similarly Bell was never in much trouble taking second place. Third place however was contested hotly. Initially Nicholas Wadham's Mini had it but a wild autocross moment on the first lap let Martin Sellicks through. Wadham tried hard to stay on terms but overcooked it completely at Woodcote and hit the armco very hard luckily without personal injury. Sellicks had one further lap in fourth before being overhauled by Bob Fox who had started near the back of the grid. Fox took the place and made it his own while fellow back of the grid man Eric Cook took fourth ahead of Trevor Cook's rebuilt Anglia and Sellicks as Graham Lloyd's final desperate effort at Woodcote put him alongside earlier armco tester Wadham.

The popular Tricentrol Clubman's Championship round received a good entry despite the clashing Shell round at Snetterton and over the ten laps it was dominated by ex-FF man Frank Sytner in his unraced U2-Holbay Mk 11B. He started his first ever Clubman's race from pole position and led from start to finish. The main excitement came from the second place dice between Sid Marler (Gryphon-Holbay C73) and Terry Cockerell's Clouds Studios U2 who swapped places

throughout with Cockerell just having the edge at the finish. Another close fought battle saw Peter Evans' Access (née Lotus 7X/St Bruno) take fourth ahead of Richard Cresswell's Phantom. Martin Young took his U2 Mk 11-Lucas to a comfortable win the 1-litre class.

A five lap handicap for the Brooklands Society Trophy followed with 19 splendidly maintained cars taking part and providing a good variety. Mike Allison's MG Magnette starting from the 20 s mark won by just over a second from Charles Mann's 2-seater Alfa Romeo Monza which started with a minute handicap.

The STP FF final followed being the longest race of the day over 15 laps. As the heats had been run in damp and dry conditions respectively the qualifiers were taken as the first 15 from each heat with heat one winner Roger Bruce-White on pole. Rain clouds were lurking locally and the possibility of a short shower made the race an exciting prospect. It was exciting but there was no rain. It was pole man Bruce-White who made the best start but at Becketts Chris Woodcock took the lead as Messrs Patrick Neve and David Heale collided delaying Bruce-White somewhat. The Dulon man still held second though chased hard by John Murphy and Frank Hopper.

It took a couple of laps for the big bunches to settle themselves in any sort of an order and by lap four Murphy had taken the lead with Woodcock and Berisford either in front, along each side or touching his gearbox. The three of them continued like this right to the end with absolutely nothing to choose between any of them. They regularly took Woodcote three abreast with Murphy having a fractional advantage over the line more often than not.

It was Woodcock who led at the start of the penultimate lap which, as any experienced slipstreamer knows, is the worst place to be. Sure enough the other two slipped past him towards Becketts and the unfortunate Woodcock had an almighty moment at the hairpin which dropped him well back in third as Murphy and Berisford raced for the line. Murphy was better placed and flung the Hawke round Woodcote to take the flag first.

Behind Woodcock in fourth was Mike Young who got the better of a four-car battle covered by 0.6 s. Hopper, Elkington and Lees being his pursuers after Hawkins had spun out of the bunch two laps from the end. Bruce-White who had featured well at the start spun at Becketts before retiring with no oil pressure.

The big Esso Uniflo saloons were out for the penultimate race. If you had put a fiver on Mick Hill being on pole, you would have been out of pocket this time because it was Tony Hazlewood's tremendous Daf V8 which sat there flanked by Tony Strawson's memory jerking Ford Falcon and the inevitable Capri of Hill which had practised in the wet on slicks. Although Strawson made the best start by the end of the first lap Hill had the Tricentrol Capri in the lead with Strawson and Hazlewood close behind. The Daf was second next time round and kept the Capri in sight. They started lapping the back markers on lap four and soon Hazlewood was able to make ground on Hill. At one stage they got as close as lapping a timid Imp simultaneously on either side. Despite Hazlewood's great efforts however 0.4 s was destined to separate him from Hill's Capri winning for the 73rd time.

Strawson held third throughout finishing well ahead of Bob Torrie's Escort which dropped back after the Falcon put wheels on the dirt at Becketts and threw up showers of stones. Bill Cox (Capri) took a lonely fifth while Peter Bennett's Anglia just got the better of Antony Ward's Escort after a race long battle.

Bobby Bell's BRM Ford P83 had a fairly comfortable victory in the Jaybrand Racewear formule libre event after an early challenge from American Allen Karlberg in the now Falconer bodied ex-Wilson Fittipaldi March 712M had faded. Jim Charnock (ex-Wingfield Brabham BT30) took third after Frank Sytner retired with a damaged nose cone. Philip Guerola (BT30) came from near the back of the grid just to pip Alex Seldon (BT30/36) for fourth place.

results on page 55

Purely personal



"When these juntas start to get militant, it shows there's something wrong at the top"

The sickness in F1

Like the leaves of a rotten cabbage, drama unfolded after drama at Zolder last week. Tension ran high in the press room as journalists vied to find another insult to heap on the GPDA ("tut, tut, they don't have the guts of an earthworm"). Meanwhile the road machines rumbled away to scrape another layer of disintegrated tarmac off the hairpin and the TV man wondered how 100 million people across Europe and South America would feel when they switched on a Western instead of the European GP.

The trouble with motor racing is that we all take ourselves incredibly seriously, and then put on a show like the Zolder charade. Other people seem to be able to organise ice-skating and football without this sort of squabble, and if I ran a TV company I know which sport I'd put my money on.

It certainly doesn't help to have drivers, constructors, circuit organisers and—for all I know—lavatory attendants forming themselves into little power groups. When these juntas start to get militant, it shows that there's something wrong at the top. Just to remind you, the people who are supposed to be at the top of our sport are the CSI.

It was easy enough to blame the GPDA for holding out on everybody at Zolder, but the real culprit was of course the CSI. It was ridiculous that thousands of spectators should have been encouraged to go to a race which was touch-and-go until the last minute. The CSI was in a position weeks ago to make the right decision (cancellation, or at least postponement), but declined to take the responsibility. They've broken so many of their own rules lately that one more couldn't make much difference.

And where were the CSI representatives anyway? One of them—a local man affiliated to the RACB—apparently sat so hard on the fence that he virtually bifurcated his backside. Prince Metternich and Claude LeGuezec were nowhere to be seen, even though a political stink had been brewing up over Zolder for weeks.

On the evidence from Zolder, the CSI has finally abdicated any serious claim to be in charge of international motor racing. Formula 1 staggers from crisis to crisis with no direction from the top, and now the constructors are muttering about planning an eight or ten race season and going to the first tracks which offer the money. "Fine," you might say . . . until you realise that our own Silverstone is holding out for a £55,000 Grand Prix on July 14 instead of the £65,000 which so-called "impoverished" tracks like Barcelona, Zolder and Anderstorp have agreed.

What motor racing needs is an all-powerful Ombudsman with the authority to run Grand Prix racing like Bill France does in NASCAR. He would have to be benevolent, and he would have to be in a position where the blandishments of those with axes to grind didn't affect him.

Perhaps the sponsors could help us find this paragon. They already have their own little Luncheon Club to thrash out their inevitable differences, and the top man in these multi-million enterprises must surely have contacts in the right places, though

obviously you wouldn't want someone from within their own ranks. It's even been suggested to me that one "Tiny" Rowland might relish a simple task like bringing motor racing's mavericks to the rein after all that aggro at Lonrho!

Hill unemployed

Remember the eyeball-to-eyeball situation earlier this year when the irresistible force of the F1 constructors met up with the immovable object of Grand Prix International? The constructors won that particular battle when the circuits broke ranks about paying the £65,000 per race mentioned above.

GPI hardly survived that set-back, which in many ways was a pity, for the circuit owners had already agreed to set in motion a publicity machine which revolved around Graham Hill. We all agree that Graham is one of racing's finest ambassadors (though he does seem to be having a difficult time settling into his new Embassy), and a serious effort like this was planned to be would undoubtedly have restored some of the gleam to racing's currently tarnished image.

Ronnie not for Spa

One person who must have been glad that the European GP took place at Zolder was Ronnie Peterson, who managed to have four off-course excursions in two days. The consequences of similar mistakes at Spa-Francorchamps make me wince.

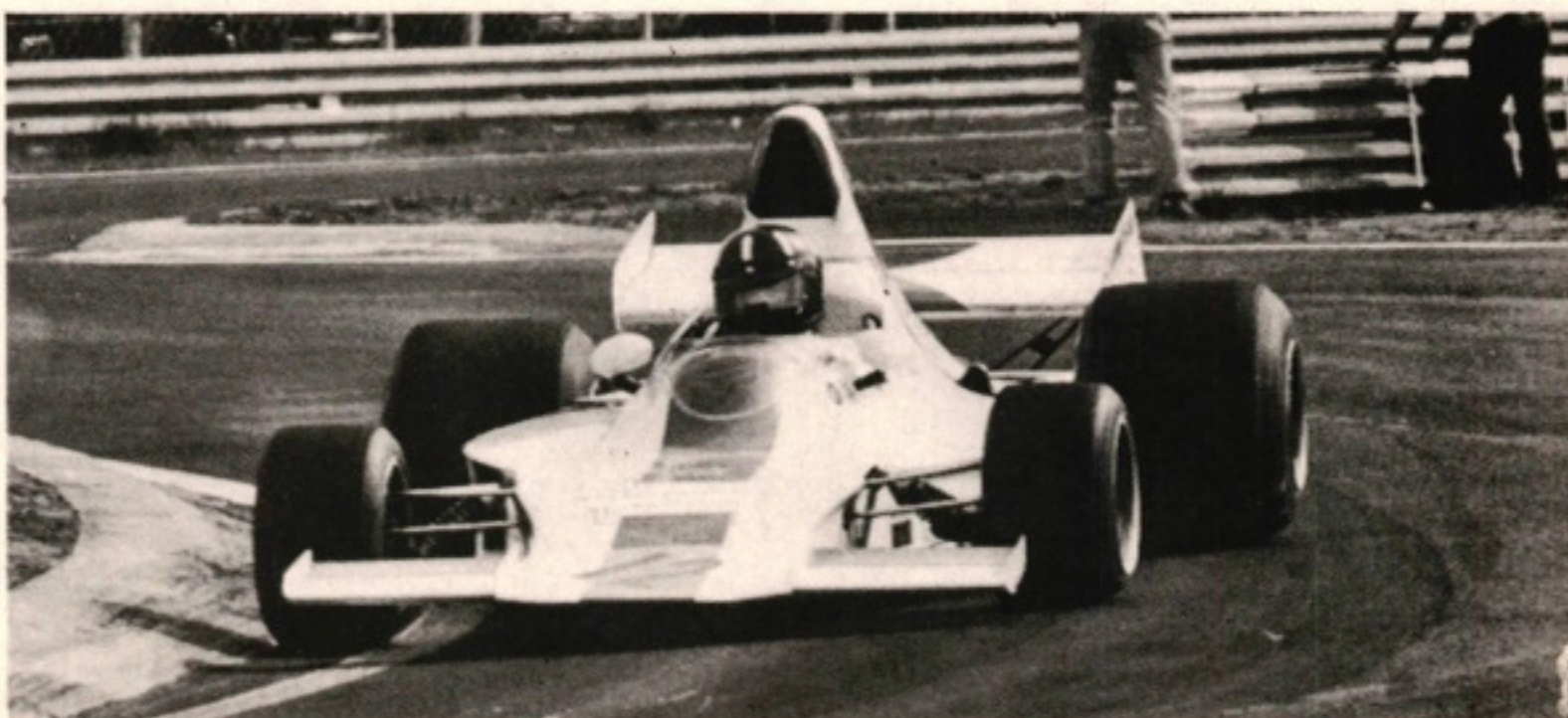
Ronnie is not a noted GPDA-friend, so I was interested to hear his remarks about Spa now that it's been fully Armco'd for the sports cars. "I heard that the new Alfa was flat from the top of the hill all the way to Stavelot," he said. "That's about two minutes running, absolutely flat out including Burnenville and Masta, which doesn't really prove very much, does it?"

I also heard the story about Ronnie's quick practice lap in 1970, his first time at Spa, when he had his second-ever GP in Colin Crabbe's March 701. "Alan Rees asked Seppi Siffert (who was in an STP works car) to take me round on the last day of practice. I noticed that although I wasn't taking the corners anywhere as fast as Siffert, I could slipstream up close behind on the straights."

Ronnie started one lap a couple of hundred yards behind Siffert, and finished it right up the red March's exhaust pipes, with the result that he got a practice time of 3 m 32.8 s compared with Seppi's 3 m 32.9 s! He reckons that a Grand Prix held at Spa now would be a slipstreamer even more nerve-wracking than Monza used to be, and didn't sound too interested when it was suggested.

● One of the GPDA's recent preoccupations, supported by the constructors, is the super-

"Graham is one of racing's finest ambassadors (though he does seem to be having difficulty in settling into his new Embassy). . . ."



fluous number of hangers-on in the pits. Far too many journalists seem to regard drivers as "fair game" when they're trying to think things through in the pits or paddock, and some of them get fairly choice remarks directed their way.

Last year I told Denny Hulme that he had been awarded the International Racing Press Association's "Prix Citron," along with Jacky Ickx, for the year's most unco-operative driver. Denny, who is really an ideal subject for interview away from the track, was absolutely delighted. "Hell," he said, "when Laver plays a bum shot at Wimbledon, the press hounds don't rush on to the Centre Court to ask him why!" Point taken.

● Emerson Fittipaldi has slipped into the World Champion role with the ease of a seasoned professional, and is already earning himself a reputation for diplomacy and tact in spite of a 100 per cent Stewart-like obsession with safety.

The Champion's 1973 luck has carried him to five finishes in the year's five Grand Prix, which suggests that something more than luck is involved. Certainly the Champion is supremely fit, having consulted the doctor who set the keep-fit programme for the Brazilian football team. Now he has his own four-times-weekly exercise programme, which is enough to cripple me after five minutes!

There seems to be some sort of sixth sense in Emerson's make-up. Peter Warr says it's because "he's a wily old bird, with a wise head on his young shoulders," but Brazilian journalist Chico Rose has another theory. He reckons that Emerson's Russian granny, who came to watch a Formula 2 race at Imola in 1971, has some sort of occult gypsy influence which she calls into action when required. The Brazilian band of race fans and journalists can't figure out why the old lady won't smile as generously on brother Wilson, who seems to hit trouble with the same frequency that Emerson strikes good fortune.

Both Emerson and Wilson have been to Donington Park recently. They have a professional interest in the Collection because back home in Brazil they have several current F1 cars, including Brabham BT34, March 711, Tyrrell 002, and the Rob Walker/Brooke Bond Oxo Lotus 72C, now dolled up in black and gold. They plan to add to it, and are looking for suitable machinery all the time.

Richard Divila, who for the past three seasons has looked after various Fittipaldi F3 and F2 machines, wings it back home to Sao Paulo this week in order to keep an eye on the Fittipaldi four-wheeled valuables. "I didn't really want to go in the middle of the European season," he says, "but Wilson told me that I could to check the cars out by giving them a burst round Interlagos!"

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"The whole situation was a Grade A cockup from the start"

Ronnie Peterson and I are getting used to filling the front row in Grand Prix races these days. Last time it was the Spanish GP at Barcelona, and this time it was for the Grand Prix of Belgium at Zolder although it should have been re-named Mini Prix because there wasn't much that was grand about it.

The absurdity of the whole situation was that we were bulldozed into racing at Zolder—a track that even club racers had refused to drive on a few weeks earlier!—when the brand new Nivelles track where we raced last year was sitting idle only a few miles away. Why? Because the Nivelles track was in the French speaking area of Belgium and the Zolder track was Flemish.

But to the front row. Ronnie had bent a couple of John Player Specials on the morning of the race which probably didn't put him in the perfect frame of mind to do a whole lot about his pole position when the flag dropped but he still made a better job of the start than I did. I was all programmed to make it into the first corner ahead of the field but when I dropped the clutch the car seemed to get no grip at all and I sat there with far too much wheelspin. I finally got round the first corner behind Peterson, Ickx in the Ferrari who had made a stormer start gung-ho with national pride and François Cevert in the Tyrrell.

I'm sure there must be an in-built secret in those Tyrrells somewhere. They don't always qualify well but when the flag drops they're on their way like someone's lit the fuse. François took Ickx and then Peterson and just drove away from the field as though the rest of us weren't trying.

I was tucked in behind Ickx in the Ferrari but the pride of Italy was poking a bit of oil out the back and since I was nearest I got the shower. I was wiping my visor

twice a lap until the back of my glove got so oily that it was a waste of time. I was tempted to rip off the outer visor, but I thought I might regret that later so I coped as best I could using the dry glove until that started to get mucked up as well. At this point Jacky did a real job on the Ferrari which dumped all its oil right in front of me going into the first corner after the pits. I felt my car starting to spin on the glassy surface and gathered it up, but by this time I was off the track into the sand and for a second the whole cockpit went dark as a great wall of sand went over me. The throttles were jammed with grit instantly and I scrambled back on to the track with a choice of peak revs or stalled, so I made it back to the pits on the ignition switch.

I must have lost 2½-laps getting the bigger rocks out of the injectors but when I went back into the race I discovered that my troubles were only just starting. The brakes were on the way out (I finished down to the steel on the front calipers by the end of the race!) and then I lost third gear so that I was changing straight from second to fourth. Second was far too low for some of the corners and fourth was much too high and I was soldiering on as best I could when Jackie went past me in the lead and some time later François went by as well in second place—it surprised me a bit to notice that they weren't really running much faster than I was, but then they were obviously tiptoeing home and taking things very, very cautiously.

The track looked like the dying minutes of a demolition derby. Everyone else was in brake troubles as well because of the nature of the track, and drifting sand had narrowed the track down to a single-lane drive which made any form of overtaking move extremely tricky as a lot of people discovered. Mike Hailwood's Surtees started the parking area at one point where the track was breaking up particularly badly, and then along came Jackie Oliver's Shadow followed by Peter Revson in the Yardley-McLaren. Peterson slotted his JPS-Lotus in between them, and then Jarier came flying into the middle of them causing all sorts of damage to the parked cars. Mike Beuttler's March took down a few chains of fence near the end of the race, and both Howden Ganley and Clay Regazzoni had tried to force a way through the fence at the hairpin!

The whole problem with Zolder started well before the race. The track needed re-sealing so the job was carried out a couple of weeks before the GP was due. That surface didn't even stand up to a club race and something like 75 per cent of the runners in a

saloon race dropped out with broken wind-screens from flying stones that were being plucked out of the track surface as it broke up! They tried to fix this with another layer of tar on top to bind everything together and the organisers assured us that if the track broke up again they would cancel or postpone this race. When they arrived there for practice it looked OK but like beauty, those looks were only skin deep. After the first practice session the track was literally torn to pieces, but then the organising club started to play for time and instead of honouring their promise and putting the race off when the track obviously wasn't up to it, they put off that afternoon's practice session and brought in a repair gang.

The next morning we said we would practise but only with the written guarantee this time that the organisers would postpone or cancel the race if the track broke up again. Time dragged on, the session started without any drivers except Jacky Ickx and Nanni Galli practising, and then we discovered that we had been dealing with people who didn't have the authority to put the race off anyway! Talk about Mickey Mouse... Finally we got the letter signed and there was a rush to practise. They must have used some magic mix on the track because it stood practice all right apart from a few loose stones, and we all agreed that we would race on Sunday.

As it turned out the track broke up quite badly again with higher temperatures on race day and all the cars heavier with full fuel loads.

The whole situation was a Grade A cockup from the start. To my mind the original permit should never have been issued to hold the Grand Prix at Zolder. If there was any doubt at all in anyone's mind about the suitability of the track, the permit shouldn't have been issued.

I came away from Zolder feeling that the drivers had really pushed for a Belgian Grand Prix if it was at all possible, but we wanted to on a race track that came close to Grand Prix standards rather than a patched goat track. It wasn't really the drivers' problem and I feel that certain organisations, particularly those near the top, should exercise a lot more of their authority in situations like this. It seems that they are quite capable of telling constructors how to build racing cars when they don't really know anything about building racing cars, but when it comes to tracks—which should be their special area—they really don't have a clue, and they won't take decisions for the good of racing. They're more interested in sitting on the fence.

Denny, delayed by a wheel-spinning session at the start, prepares to tuck in behind Peterson and Ickx at Zolder.





The Hogan Lolas of Hobbs and Lunger lead the field at Silverstone earlier this year.

Carl Hogan's attack on L & M Championship

By MIKE KETTLEWELL

Don't take my word for it. I'm biased, having followed Formula 5000 through thick, but chiefly thin, since 1969. But when I asked Brett Lunger what his ultimate ambition was he replied: "What I want to do is get into the highest form of motor racing in the world. At the present time that is Formula 1, yet I think the way Formula 5000 is shaping today, not only from the standpoint of the competitive potential but also from the economics feasibility, I could very well be there now. Here, in Formula 5000."

Then I talked to David Hobbs, Lunger's team leader, who might now be termed a veteran. After all, David has been racing for almost half his life now! David opined, "Formula 5000 has so much potential left. Take the engines, for example. I expect with serious development these should give another 50 or 60 bhp. They are big enough to do it and even then 560 bhp would not be the same power output-per-litre you would get from a Formula 2 engine. When this sort of power is achieved the cars will be tremendously fast, and with a lot more torque to boot. Already we score over Formula 1 on torque."

Hobbs paused, thought carefully, and added: "If the Formula 5000s do become quicker than Formula 1 cars then Grand Prix drivers will race them and that's all there is to it. . . ."

This article is reputedly about Carl Hogan's Formula 5000 team, but let's digress further. If only half of the money that is currently spent on Formula 1 was splashed out by F5000 teams then undoubtedly they would be as fast, if not faster, than Grand Prix cars now. After all, there's less than a second between the lap times at Silverstone, less than two seconds at Brands Hatch and only a fifth of a second at Oulton Park. Formula 1 teams have specially-tailored chassis whereas Formula 5000 teams rely on cars built to a price for production; Formula 1 teams have the benefit of more testing, long practice sessions plus extra special tyres. It makes you think what can be done to achieve 99% of the speed for less than 50% of the money.

If the financial bottom ever dropped out

of Formula 1 and people turned to Formula 5000 there's one team which would match the professionalism right away. That's Hogan Racing, Carl Hogan's set-up which this year is fielding two Lola-Chevrolet T330s for David Hobbs and Brett Lunger in the L & M Formula 5000 series in the United States. British racegoers were privileged to see the Hogan team in action in the early-season Rothmans European Championship Formula 5000 series. Why did Hogan decide to bring his team personnel over for a month in Britain?

"In 1972 David had driven in the Tasman Series and Brett had driven in several European Formula 2 races before we opened the L & M in the United States. This year neither David nor Brett was committed and it seemed a perfect opportunity to bring my team over here and start sorting out the 1973 cars with the benefit of the factory here. It was also to get us all tuned-up, the drivers, the crew and myself, for after the winter we all become rusty. It gave us a chance to race against some of the people who were coming to the States—Peter Gethin, Jody Scheckter and Graham McRae—and to see if we were competitive. If we were, fine; if we weren't, well, we'd have to do something about it."

"We were not at all happy after Brands Hatch. At Mallory Park I was happy because we were right up there except for a gearing problem which was really due to our lack of knowledge of the track. We'd been playing towards Silverstone ever since we got here as it was the race we set off to the States on. It finally worked out, but it took a long time coming!"

"Honestly, I think that for the first week or two we were lost. The cars weren't right and we didn't know what was wrong with them. The drivers badly needed confidence in their machinery. We put the cars back to a neutral state and started again from scratch. It worked and to see our cars come in first and second at Silverstone, and the method in which they did it, was tremendous. When David was on his victory lap I turned to my wife and said, 'This is what racing is all about. This is what makes it all

worth while.'"

Carl Hogan

Six years ago Carl Hogan became acquainted with motor racing. He is aged 43 and is in the transportation business in truck leasing and trucking, based at St Louis, Missouri, in the Mid-West. The racing team, however, is based at Lime Rock, Connecticut, across the street from the circuit. He recalled, "A friend of mine wanted to get into Formula B and convinced me that if we bought the right car we would win everything. We didn't. However, I got the taste which spurred me on to greater efforts. We tried some other drivers in the FB Lotus 41C and in 1969 we bought our first Formula 5000 machine, a Lola T142 which veteran Chuck Dietrich drove."

Dietrich, reputed to be of Red Indian descent, took a third place at Laguna Seca, a fifth at Seattle and a sixth at Donnybrooke to wind up 11th in the L & M Continental Championship. Dick Smothers also drove a Formula B for Hogan that year. In 1970 Hogan teamed up with Malcolm Starr to field a McLaren M10B for John Cannon. Cannon took firsts at Riverside, Seattle and Road America, seconds at Mont Tremblant, Donnybrooke and Mid-Ohio and a third at Lime Rock to clinch the title.

It had been Hogan's intention to run the car for Cannon again in 1971, but following a disappointing Tasman Series (where Cannon badly damaged the M10B) the two fell out at the time of the Questor Grand Prix at Ontario in March. "Cannon had two other entries in the race and also tested on Firestone tyres which was against my contract with Goodyear," Hogan explained.

He continued, "I was looking for another driver. I knew that David Hobbs, who was close to winning the championship in 1969 and 1970, was without a ride. I called Roger Penske for whom David had raced at Daytona and talked to him. He said, 'David's across the table from me' and handed over the telephone. I heard Roger say to David, 'Go ahead, you'd better do it' and David came over to the Questor race and signed. They wouldn't let him start the race, however, as only Americans were supposed to be in F5000s."

It was Hobbs' year in the L & M series. The British driver won at Laguna Seca, Seattle, Road America, Edmonton and Lime Rock and was second at Mid-Ohio, comfortably leading home Sam Posey and a certain Brett Lunger in the points table. Although at one stage Hogan thought of buying a new Lola T192, the old McLaren went so well they decided to keep it. Sponsorship for the effort came from Remington Hot Combs, but the entire venture in 1971 was run by Hogan, Malcolm Starr having withdrawn from racing.

For 1972 Hogan bought a pair of Lola T300s and with Haggard Slacks sponsorship ran them for Hobbs and Brett Lunger. Hogan explained: "It seemed a good operation to me to take David, who's a veteran driver, and to take Brett, who's young and very aggressive and naturally talented, and put them together. They complement each other, help each other and spur each other along. The competition between them is always good natured yet very, very fierce. It's a pleasure to work with them."

Mechanical gremlins struck Hobbs in all but one of the eight rounds; in the odd one out, at Edmonton, he won. David was a habitual occupant of the front row, but certainly his luck was out and he was a disappointing eighth in the points standings. Lunger had better luck, winning the Road Atlanta and Lime Rock rounds which, added to a third at Laguna Seca plus a fifth at Road America, gave him third place in the championship. To underline that the team was not at fault, both drivers re-signed for 1973 (Hobbs had offers to drive for other teams) and Haggard Slacks have continued their sponsorship for this season's Lola T330s.

I asked Carl Hogan what he thought about British Formula 5000 racing. He was impressed. "I think at this point British Formula 5000 racing is excellent. I am some-

what disappointed to leave, for I've struck up a friendship with the other teams and admire their competitive spirit. It would be nice to see you increase the purses though." Were the races too short? (Ours hover around the 70-mile mark whereas in the United States last year they ran two 100-mile heats.) "No, not really. The American ones are too long! We've always wanted to race between 75 and 90 miles as some of the long races tend to lose their interest for the fans."

How about a world-wide Formula 5000 series? "Yes, we've already been working on this from our end. We would like to see a fully-international Formula 5000 series taking in races in New Zealand, Australia, Great Britain, Europe, the United States and Canada. We would like to see the various sanctioning bodies meeting and evolving some serious competition between the countries in one big international series."

At the moment, of course, there are serious hurdles to overcome, the major one being cost. But there are also conflicting organisational and sponsorship interests to thrash out. (In the motorcycle racing world there is already a very successful Anglo-American team contest at MCD circuits each Easter, so the basic idea is already there.)

Brett Lunger



Brett Lunger—with his spoils at Snetterton.

In Europe we tend to dismiss the top names in the United States as "another American driver." Because few race in Formula 1 there are few parallels which can be drawn. Many European drivers reckon Mark Donohue is one of the top drivers in the world, some even comparing his skill with that of Stewart and Fittipaldi. Peter Revson and George Follmer, CanAm Champions, have both impressed in Formula 1. A new American star must surely be Brett Lunger, the 27-year-old who has shown such *brío* in European Formula 5000 racing this season.

Lunger is totally dedicated to motor racing. Divorced, he has no real home. He goes on, "I was born on the East Coast and lived for a year in California, but basically for the past 12 months I really have not had a home due to travelling" . . . a chorus of "Give me a home where the buffalos roam" from David Hobbs. . . "But if anyone wants to take me in I'll give you a certain specification! All kidding aside, when you are on the road like this there are a lot of things you have to give up. If you're going to do this properly, at least in my position, there are some things you cannot have. A home implies certain responsibilities which in my professional position I'm not capable of meeting."

"This year I'll have a pretty busy season on both sides of the Atlantic. I'll be doing a limited number of Formula 2 races for Chevron, while in Sid Taylor's Trojan I'll be racing in all but two of the Rothmans rounds. Over in the States there are nine L & M

races to do in the Hagger Slacks Lola. I have to be busy. In order to develop—and this is to be another development season for me—you have to drive, drive, drive all the time."

Lunger, whose mother is from the wealthy DuPont family, started racing in SCCA amateur events in 1966. By the end of the year he was racing a Lola T70 in CanAm. For the next three years he did CanAm in "an amateurish, part-time sort of way." At the same time he was in the Marine Corps which naturally took priority. At the end of 1968 he went to Vietnam for 13 months and upon his return went into Formula 5000. "In 1971 I ran a Lola T192 in the L & M series and finished third, winning the round at Donnybrooke. Dick Corrow was my team manager. He really helped me to get back into racing in a professional manner and that season led to my joining Carl Hogan for 1972."

David Hobbs



David Hobbs—winner earlier this year at Snetterton.

Former Jaguar apprentice David Hobbs, now 33, has raced since 1959. For years he hovered on the brink of real success, but apart from two years with the Gulf-JW sports car team in 1968 and 1969 he never pocketed much money from racing. However, this changed in 1969 when he went to America to race a works Surtees TS5 in the second

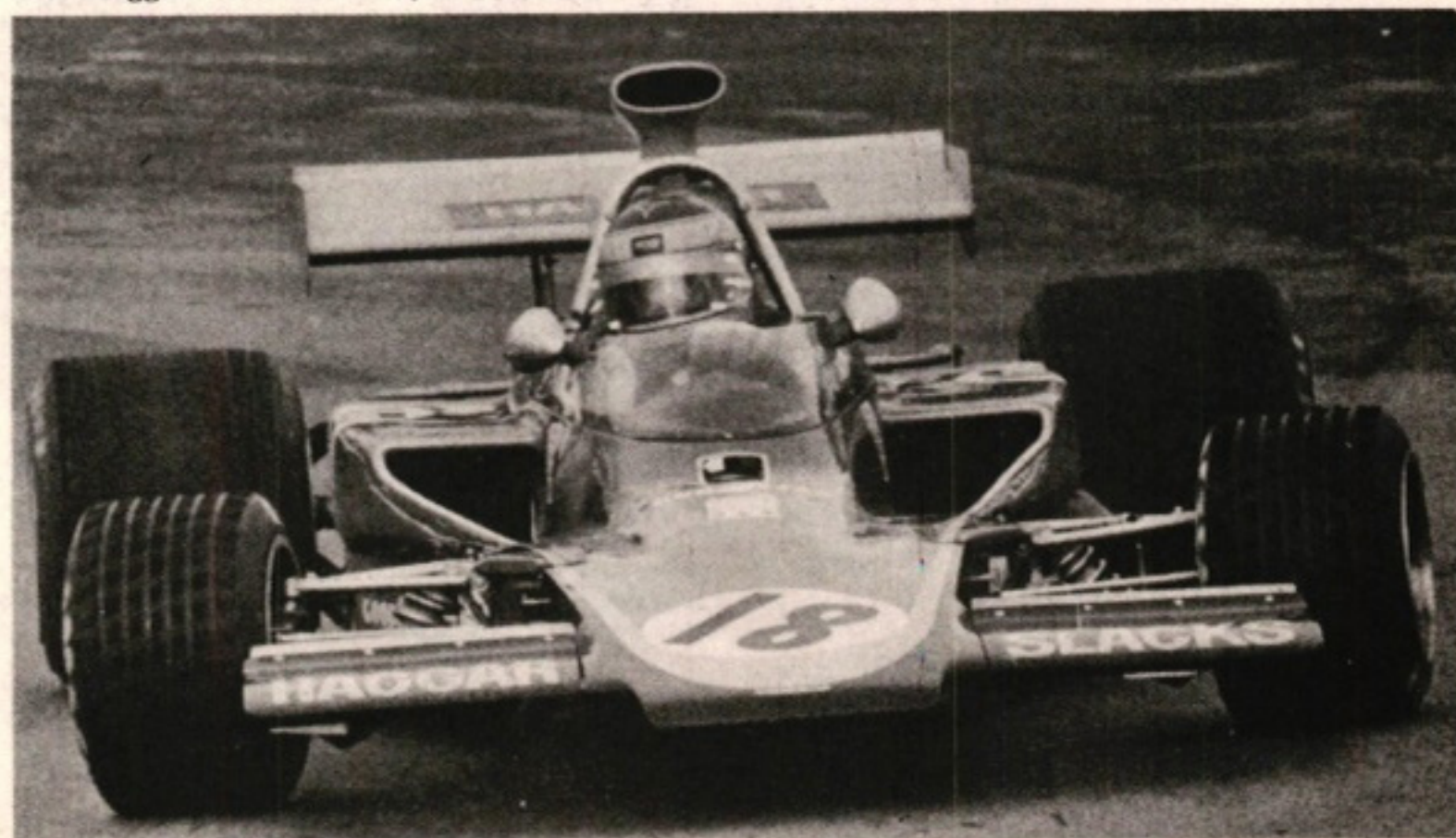
half of the L & M Formula 5000 Championship. "The original deal between Surtees and actor James Garner fell through, but John sent me over anyway with hardly any backing. I won four races, took a second and a third and was only one point behind Tony Adamowicz at the series' end. The next year we were late joining in again and once more I took second place. John had been promising me a Formula 1 drive for 1971, but this fell through when Rolf Stommelen arrived with a bag of money from a German magazine which guaranteed him a place in the team."

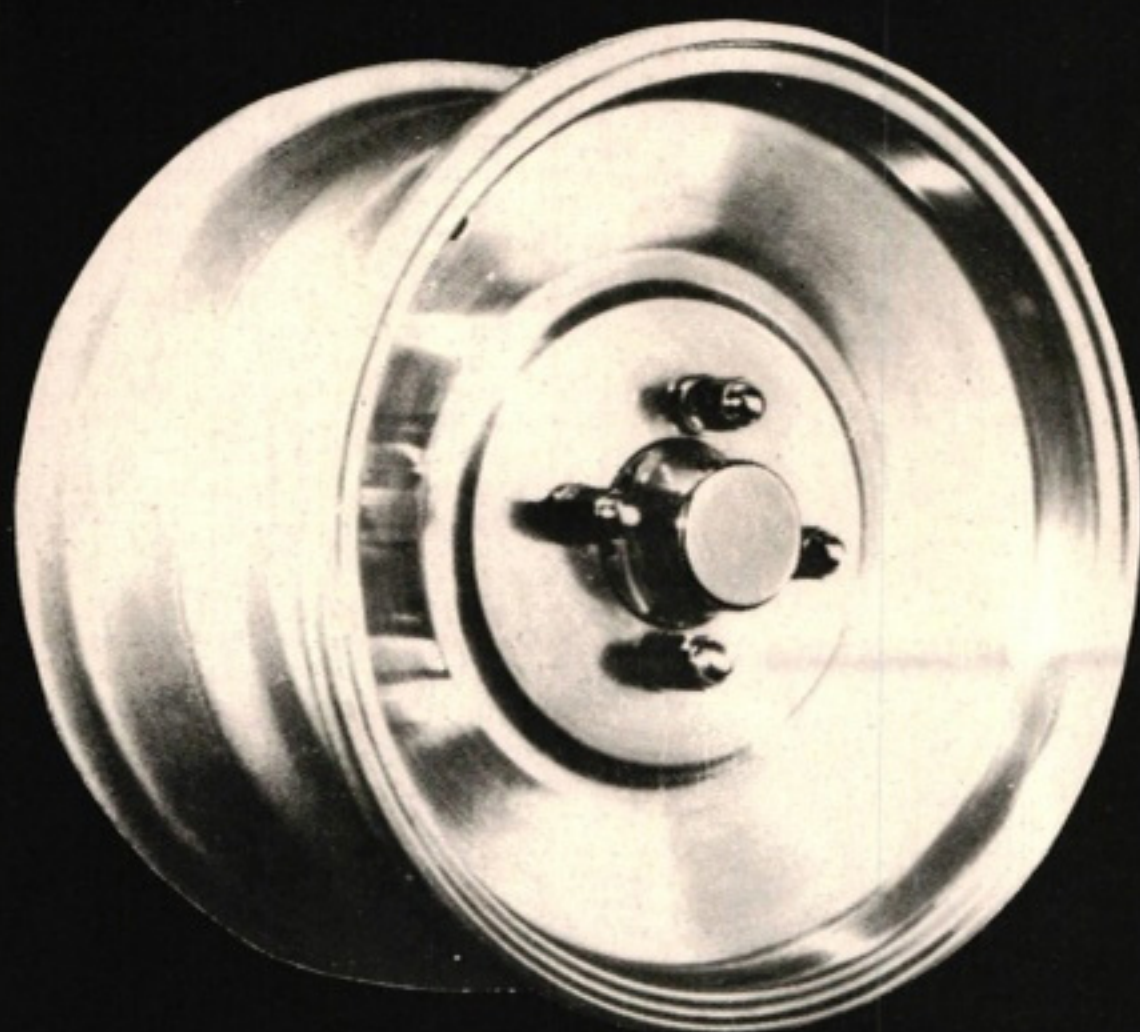
"Now came the crunch. In 1971 John wanted me to race in America again, and also said I could run in the early non-championship British Formula 1 races. But by this time Roger Penske had approached me with the offer of co-driving a Ferrari 512M with Mark Donohue in certain long-distance sports car races and a second car at Indianapolis. I said 'yes' because he offered me some money. Yer actual real, live money! No one had ever offered me this before, only incredible deals like 'stick with me, boy; we'll see about it in a year's time and in the meantime we'll give you £3 a day and 20% of the prize money'. There was a possibility of racing both for John and Roger, but it was difficult—John ran Firestones and Roger Goodyears—and finally I had to tell John I couldn't drive for him. He has hardly spoken to me since."

Hobbs is a big name in America. Carl Hogan has entered David in Formula 5000 since 1971, while Hobbs has also enjoyed rides in TransAm, USAC and CanAm. Last year he drove the works Lola T310 in CanAm and had to turn down approaches from Roger Penske to drive the turbocharged Porsche 917-10K and from Irene Young with her ex-works McLaren M8F; the drives eventually went to George Follmer and Francois Cevert respectively. This year, in addition to his commitments with Carl Hogan, David is racing the Carling Black Label-sponsored McLaren M20 of Roy Woods in CanAm plus Woods' new USAC Eagle in the three 500-mile USAC events, Indianapolis, Pocono and Ontario. It means a race, sometimes a race and a qualifying run, nearly every weekend.

Although David makes a more than comfortable living in the United States—he'll be out of the country until the end of October—his heart is still in European racing. "I would love to be racing at Nürburgring, Monaco, Monza or Silverstone instead of the boring ovals. But although, as it turns out, I cannot spare the time to race over here now, no one has even asked me!" David's first free weekend, co-incidentally, is that of the John Player Grand Prix at Silverstone. Could we possibly see David running a Hogan Lola T330 in the Grand Prix. . . . ?

The Hagger Slacks Lola of Hobbs hasn't had much luck so far this season.





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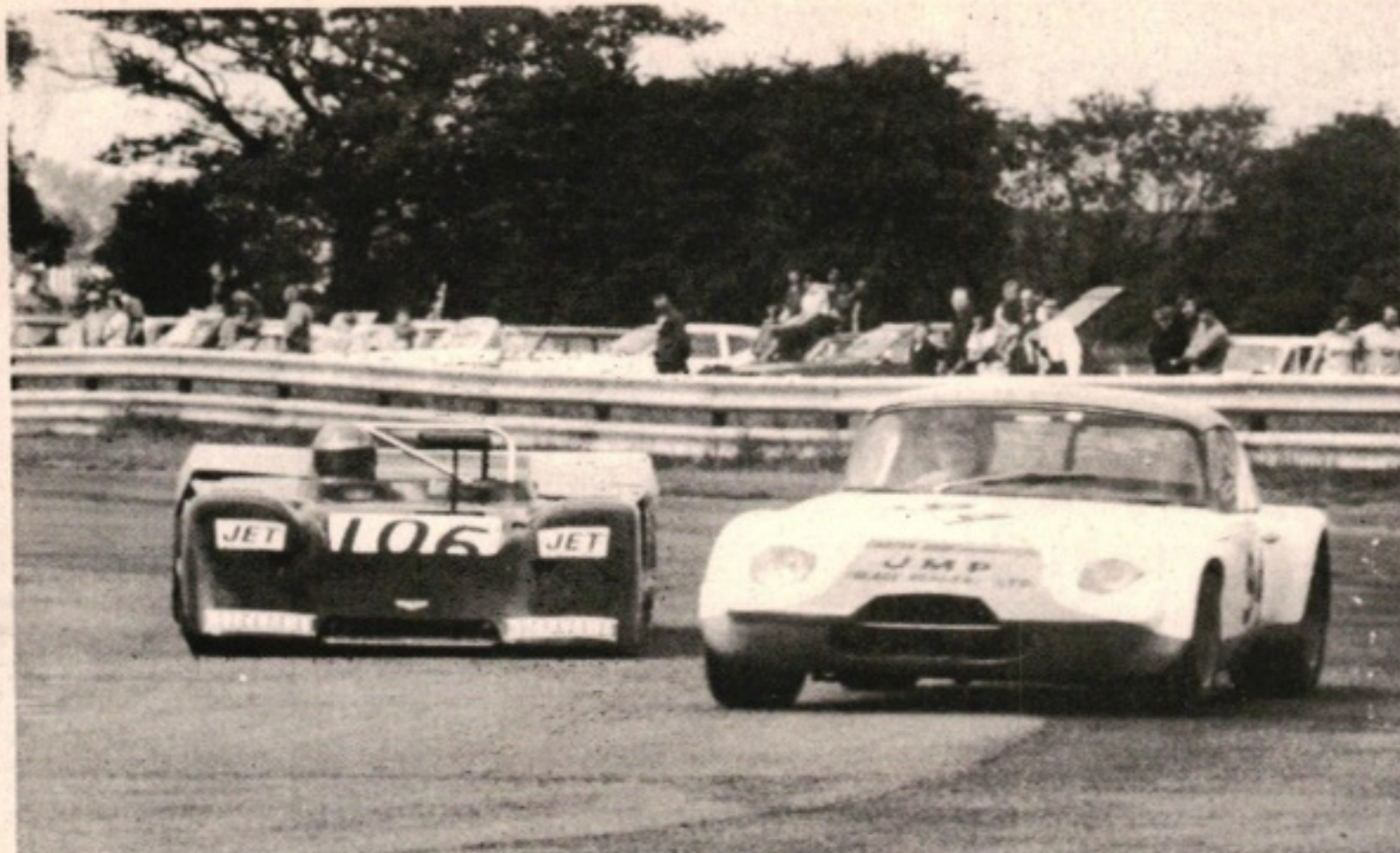
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Jon Fletcher (Elan) snatches a brief lead from modsports/sports GT winner Richard Simms (B19 Chevron).

RUFFORTH

Harrington in fine form

With three events out of six, the Formula Fords, competing for the Tate of Leeds and Yorkshire Post Championships, had the lion's share of the BRSCC(N)'s programme at a sun-drenched Rufforth on Saturday. Despite a very troubled practice session Peter Harrington (Archer & Sharpe Cougar-Scholar 73F) added to his already clear lead in the championships by winning both his heat and the final in convincing style. Two other fine performances came from Jon Fletcher and Bob Leckie. The Fletcher Elan, looking very smart in its latest coat of paint, came very near to beating Richard Simms' Chevron-FVA B19/21 and set a new class record on the way; the latter equalled by John Pearson's XK120. Former Singer Chamois driver Leckie had a win first time out with the Smith FVC-engined Brabham BT36 which he has just obtained from Eddie Regan. A good crowd came out to sun themselves and watch what was a crisply run programme.

Peter Harrington was on the third row of the grid for the first FF heat but it took him less than three laps to take the lead. Two of those laps had been led by Peter White's Palliser WDF2 and he continued in second place on the road till the end, although a 10 s penalty dropped him to fourth in the results. Pete Clark (Wigley Crosslé-Rowland 25F) made the best break from the flag but too high gear ratios meant that he slid down to fourth on the road behind Tony Rouff's Merlyn-Vegantune Mk 20A. Rouff had had an excellent race as the AB3 car had damaged the radiator in practice and had therefore started from the back of the grid. Philip Barlow's Hawke DL2A/B also led momentarily on the first lap but dropped down to fifth at the end. Most disappointed man in the race was John Simpson who had just had his new Perdal motor installed in the Bacal Nike Mk 10, and had put the car on the front row of the grid, only to have the clutch fail as he left the start.

On paper the second heat looked to be a Graham Cuthbert benefit, but in fact he had had to work really hard for victory after the Lotus-Rowland 69F made a rather slow start. Ed Wilcox shot into the lead with his Merlyn Mk 11A and held it until he spun on lap 2 at Becketts, thereafter starting a stern pursuit of the leaders—once again without his nosecone. Cuthbert now came under heavy pressure from Mike Wrigley (Merlyn Mk 11A). The former Lotus 61 driver actually led on

lap four but then he gradually dropped back and was passed by Colin MacLean who took second place with the Highland Racing Team MRE. As he entered his last lap the recovering Wilcox looked about to challenge Nigel Haywood's Merlyn Mk 20A but the two tangled somewhere round the back, and were delayed enough to present Mick Starkey's Merlyn Mk 20A with a lucky fourth place.

Despite a packed grid, the final was in fact less exciting than the heats and gave Harrington a flag-to-flag win. Clark, now with the right gear ratios, streaked through from the third row of the grid and took a fairly comfortable second place, thereby consolidating his similar position in the Tate series. Graham Cuthbert was third initially but had to give best to Peter White's Palliser on lap four and even fell behind Bill Burley's Royale RP16 for a while before the latter lost time. In the end Cuthbert took fourth place but he only stayed ahead of Ed Wilcox at the flag with Colin MacLean's MRE completing the points scorers. The hapless Philip Barlow pulled off his spluttering Hawke on lap 8 only to be hit hard by Nigel Haywood's spinning Merlyn. Fortunately serious damage was limited to the machinery. The promising Wrigley retired from eighth place with a blown head gasket.

Ten cars, albeit generally good quality ones, did not augur too well for the combined modsports/sports GT race, but in fact this turned out to be a most exciting event. Richard Simms was very lucky not to be given a jump start penalty as the sparkling Chevron shot into the lead, then as the field streamed into Boundary on the first lap John Absalom spun his Ginetta G4 and Lyndon Thorne spun the Aldon AL2 to avoid him. While the dust was settling there, John Pearson pirouetted the XK120 as he tried to take the lead at the Esses. Thereafter it was Jon Fletcher, with the Elan taking up all angles, who challenged, and often led Simms. On the last lap Fletcher looked as though he might hold off the Chevron, but the smoking B19/21 too advantage of a back marker and slipped past to win by 0.8 s. Behind the leaders Robin Smith's Centro Scot B8-based Chevron Spyder was a safe third after Les Aylott's class record-breaking Ardua stuttered to a halt. Spinners Thorne, Pearson and Absalom closed up on each other, but on lap 6 Thorne spun again and the other two clobbered each other as they strove to avoid the Aldon—

Absalom retired to the pits.

Chris Meek scorched away from pole position in the Esso Uniflo Special Saloon qualifier; the ex-Abbott Escort is now entered by Princess Ita and sports an 1800 BDA motor. Just when it looked as though Meek was going to score a runaway win he fell back into the clutches of Derek Huntley's Escort FVC. The throttle linkage of the aristocratic Escort had bent and the injection slides were not opening fully. Thereafter, no matter how hard Chris tried on the corners he could not hold on to Huntley (although he did lead again briefly on lap 6) and on lap 9 Meek was demoted to third place by Bob Fox's Paul Ivey/Speed Sport Conversions twin cam-engined Mini. In fact Fox nearly won as Huntley slowed right down as he took the flag. To complete the drama Sid Heaney's Mini coasted across the line to take fourth place from Graham Wood's similar car. Despite losing his boot lid David Wragg won the small class with the latest Mini-Ford. This ingenious device has an SCA motor driving through orthodox transmission (unlike Andy Barton's) to the rear wheels. Alex Clacher had a dreadful day with the Imp; it dropped a valve in practice, and after he rushed up to Croft for a spare engine, an HT lead fell off in the race.

Bill Wood pulled out a reasonably secure lead in the single-seater/clubman's event in probably his last race with the McLaren M14A but on lap 7 the motor lapsed on to seven and Wood was out in a cloud of expensive smoke. This gave the lead to Bob Leckie who had settled down well to the utterly unfamiliar Brabham BT36 and had managed to get past Roger Craven's F3 GRD quite early on. Despite losing the nosecone Leckie kept ahead for a promising win. Craven remained second ahead of George Dixon's ex-Williamson Brabham BT35X and Tony Rouff's FF Merlyn which had made contact with Dixon's car on the first lap. Although one front mudguard was flapping loose at the finish Barry Joell picked up another pot with the Toll Bar U2 ahead of a closing Dave Rees with the older ex-Mallock model.

CHRIS MASON

Tate and Yorkshire Post Formula Ford Championships Round, Heat 1 (10 laps): 1, Peter Harrington (Cougar-Scholar 73F), 13 m 29.0 s, 75.64 mph; 2, Tony Rouff (Merlyn-Vegantune Mk 20A), 13 m 39.6 s; 3, Pete Clark (Crosslé-Rowland 25F), 13 m 42.6 s; 4, Peter White (Palliser-Rowland WDF2), 13 m 43.8 s. **Fastest lap:** Harrington, 1 m 19.4 s, 77.07 mph.

Tate and Yorkshire Post Formula Ford Championships Round, Heat 2 (10 laps): 1, Graham Cuthbert (Lotus-Rowland 69F), 13 m 56.0 s, 73.20 mph; 2, Colin MacLean (MRE-Scholar 73F), 14 m 0.0 s; 3, Mike Wrigley (Merlyn-Scholar Mk 11A), 14 m 3.0 s; 4, Mick Starkey (Merlyn-Scholar Mk 20A), 14 m 14.2 s. **Fastest lap:** Ed Wilcox (Merlyn-Rowland Mk 11A), 1 m 21.8 s, 74.82 mph.

Northern modsport and Yorkshire Evening Post sports GT Championships Round (10 laps): 1, Richard Simms (1.6 Chevron-FVA B19/21), 13 m 41.6 s, 74.48 mph; 2, Jon Fletcher (1.6 Lotus Elan), 13 m 42.4 s; 3, Robin Smith (2.0 Chevron-BMW B8 Spyder), 13 m 58.8 s; 4, John Pearson (3.8 Jaguar XK120), 14 m 15.6 s.

Modsports over 1150 cc: 1, Fletcher 74.41 mph; 2, Pearson; no other finishers. **Fastest lap:** Fletcher and Pearson, 1 m 19.4 s, 77.07 mph (record).

Modsports up to 1150 cc: 1, Jim Adamson (1.0 Ginetta-Felday G4), 66.84 mph; 2, David Sugden (1.1 Austin Healey Sprite); no other finishers. **Fastest lap:** Adamson, 1 m 27.8 s, 69.70 mph.

Sports GT over 1300 cc: 1, Simms, 2 Smith; no other starters. **Fastest lap:** Simms, 1 m 19.2 s, 77.27 mph.

Sports GT up to 1300 cc: 1, Lyndon Thorne (1.3 Aldon-FVA AL2), 70.00 mph; no other finishers. **Fastest lap:** Les Aylott (1.3 Ardua-BDA Mk 3), 1 m 20.8 s, 75.74 mph (record).

Tate and Yorkshire Post Formula Ford Championships Round, Final (12 laps): 1, Peter Harrington (Cougar-Scholar 73F), 16 m 7.6 s, 75.90 mph; 2, Pete Clark (Crosslé-Rowland 25F), 16 m 13.8 s; 3, Peter White (Palliser-Rowland WDF2), 16 m 18.2 s; 4, Graham Cuthbert (Lotus-Rowland 69F), 16 m 27.6 s; 5, Ed Wilcox (Merlyn-Rowland Mk 11A), 16 m 30.0 s; 6, Colin MacLean (MRE-Scholar 73F), 16 m 45.4 s. **Fastest lap:** Harrington, 1 m 19.4 s, 77.07 mph.

Esso Uniflo Special Saloon Car Championship round (10 laps): 1, Derek Huntley (1.8 Ford Escort FVC/Abbott), 14 m 22.0 s, 70.99 mph; 2, Bob Fox (1.3 Mini Clubman TC/Ivey), 14 m 23.0 s; 3, Chris Meek (1.8 Ford Escort BDE), 14 m 28.0 s; 4, Sid Heaney (1.3 Mini-Cooper S), 14 m 50.8 s.

Over 1300 cc: 1, Huntley; 2, Meek; 3, Chris Wray (1.8 Ford Escort BDA). **Fastest lap:** Huntley, 1 m 24.0 s, 72.85 mph.

1001-1300 cc: 1, Fox, 70.92 mph; 2, Heaney; 3, Graham Wood (1.3 Mini-Cooper S). **Fastest lap:** Fox, 1 m 24.0 s, 72.85 mph.

Up to 1000 cc: 1, David Wragg (1.0 Mini-Cosworth 9CA), 67.31 mph; 2, Lionel Dickson (1.0 Mini-Cooper S); 3, Simon Davey (1.0 Mini-Cooper S). **Fastest lap:** Wragg, 1 m 28.0 s, 69.54 mph.

BRSCC Northern single-seater and Northern Clubman's Championships round (10 laps): Overall and single-seaters: 1, Bob Leckie (1.9 Brabham-FVC/Smith BT36), 12 m 53.0 s, 79.17 mph; 2, Roger Craven (1.6 GRD-Vegantune 372), 12 m 56.8 s; 3, George Dixon (1.6 Brabham-BRM BT35X t/c), 13 m 31.2 s; 4, Tony Rouff (FF Merlyn-Vegantune Mk 20A), 13 m 51.6 s. **Fastest lap:** Leckie, 1 m 14.2 s, 82.47 mph.

Clubman's Cars: 1, Barry Joell (1.6 Mallock U2-Holbay Mk 11B), 73.47 mph; 2, Dave Rees (1.6 Mallock U2-Holbay Mk 11); 3, Kevin McCormick (1.6 Mallock U2-Ford Mk 8). **Fastest lap:** Joell, 1 m 19.4 s, 77.07 mph.

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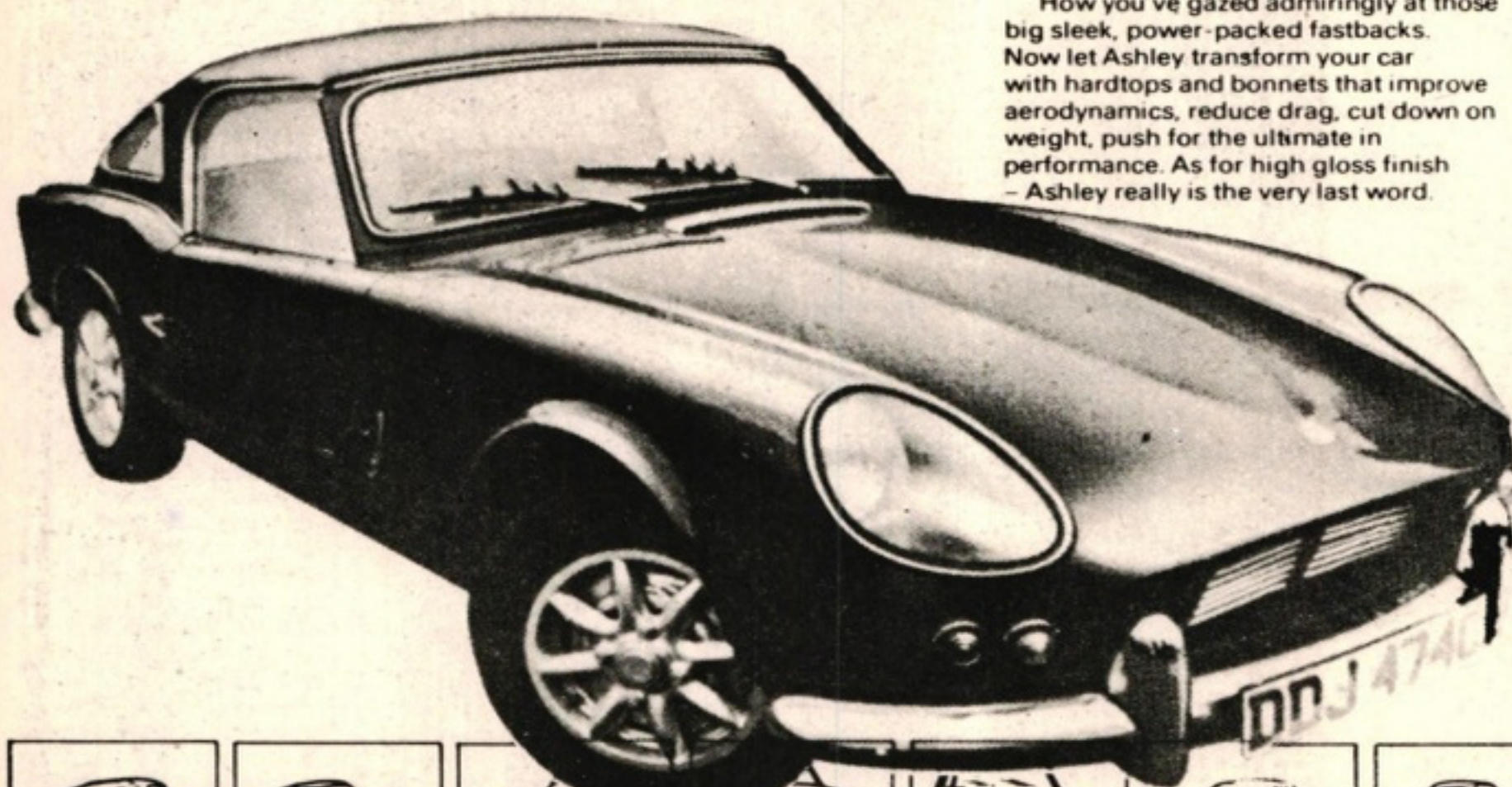
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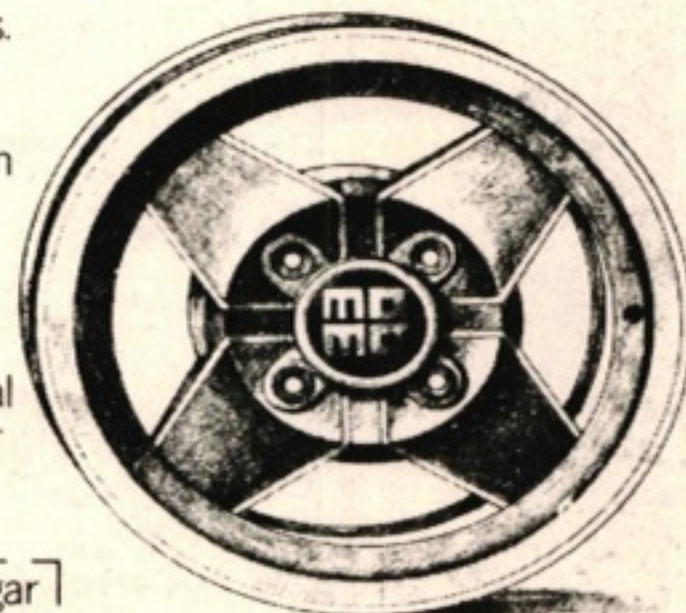
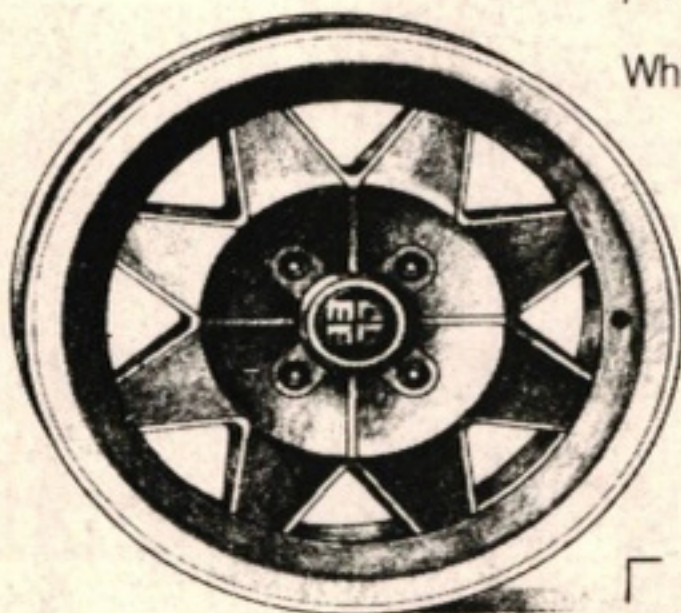
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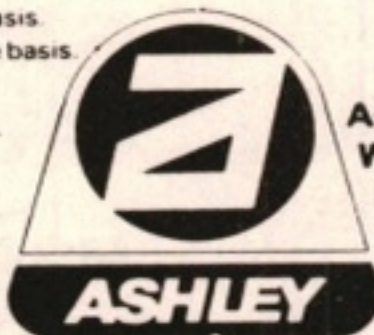
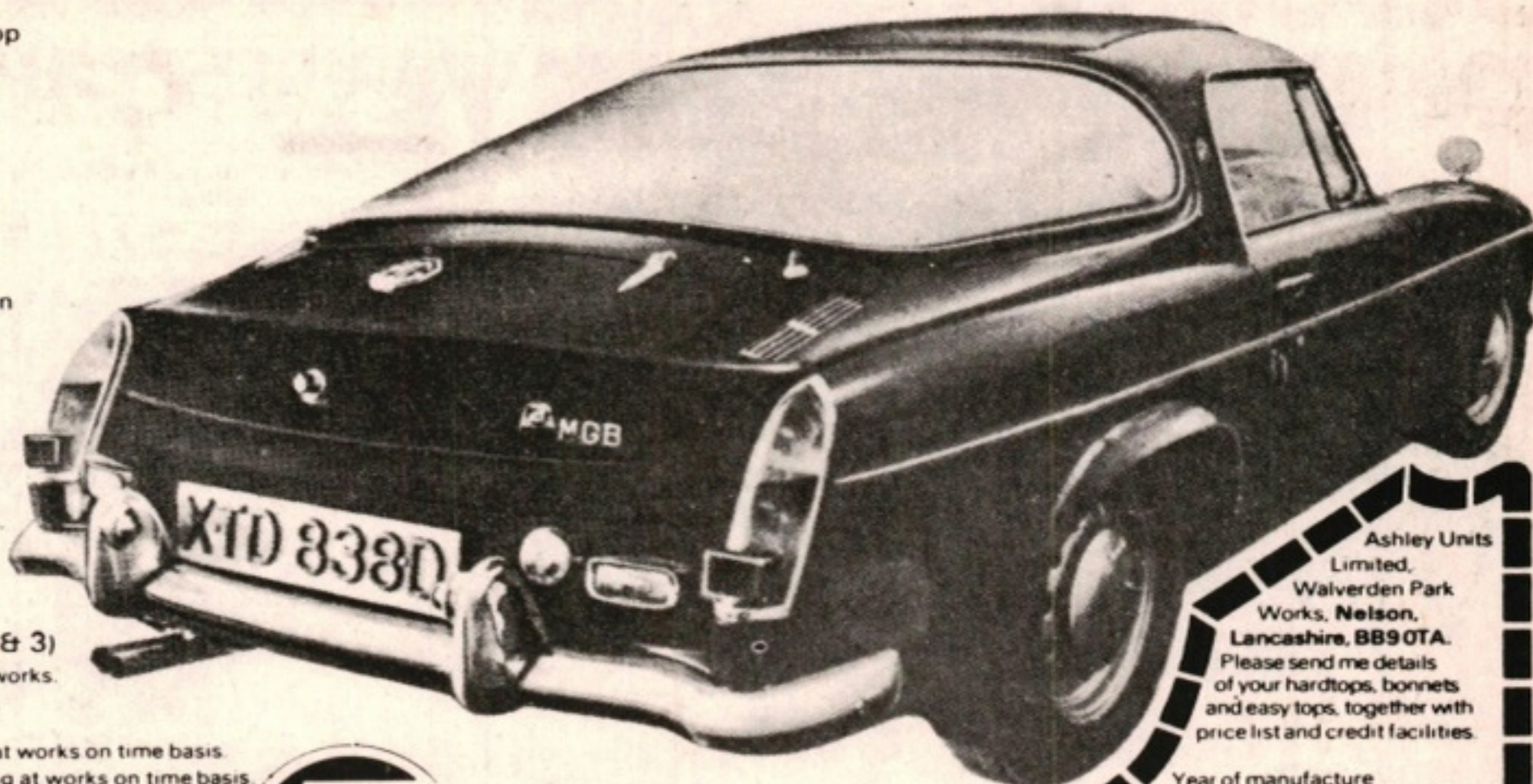
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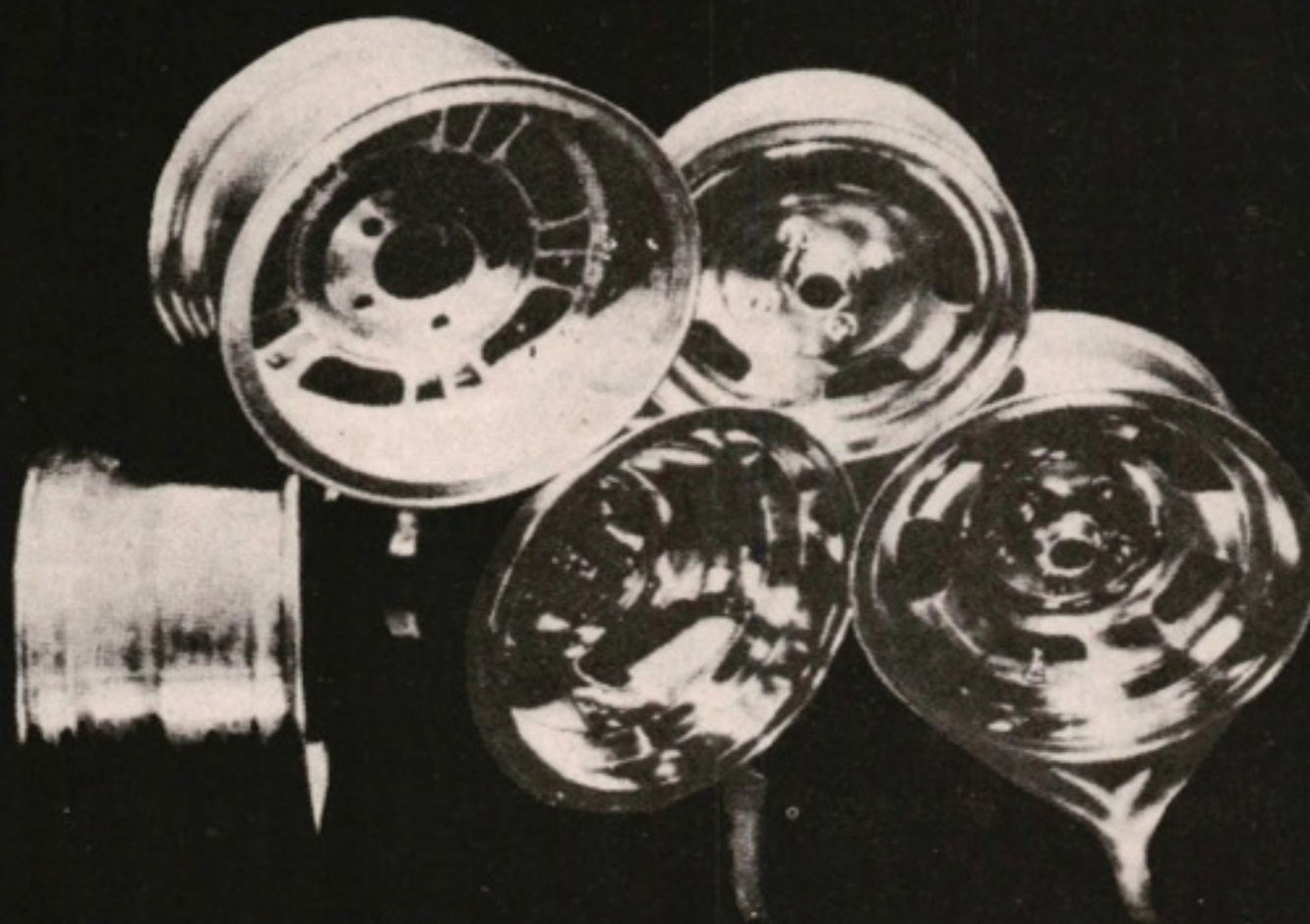
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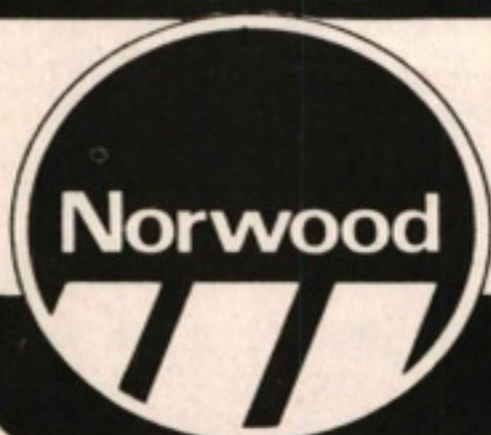
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the experts



On wet and slippery surfaces the road holding is quite outstanding irrespective of the load on board.

DAF's Marathon developed Automatic 66

Suddenly spring is here; the roads have dried, the wind has dropped, and Bolster has been testing lots of 150 mph cars. However, it has been greatly pointed out that not all of our readers want to pay £10,000 for their cars and that I should occasionally test something a little more practical. Here, then, is a test report on an everyday car that will never double the legal limit.

The DAF is neither large nor particularly fast and, at first glance, it seems pretty expensive. Closer examination reveals that the standard of construction and finish is quite outstanding among small saloons. The way the bonnet fits and the doors close emphasises this and the paint job is in the limousine class. The main justification of the price, though, resides in the famous infinitely variable transmission.

There are other small cars with automatic

transmission, and a sorry lot they are. Too much power is lost before it gets to the road and every gearchange jerks the passengers uncomfortably. There are no steps in the range of the DAF belt drive and one never feels that the car is in the wrong gear. This is a real safety factor, for many accidents are caused by drivers who have failed to select the right ratio in an emergency. Some otherwise good drivers are simply not mechanically minded and either over-rev their engines or, more often, slog along on far too high a gear.

The DAF is always in the right gear and though its acceleration figures are not spectacular, it will always yield its maximum performance in an instant, simply by pressing the pedal. It is no ball of fire away from the lights, but in traffic it is nippy and, above all, safe. The wife who is thinking about the

bargains in the shops is just as adroit as the enthusiast with his foot clutch and manual gearbox.

The DAF 66 is the latest version and has a larger and heavier body than its predecessors. The transmission has been re-arranged to include an orthodox differential and the reduction gears precede that unit instead of being situated in the driveshafts. Swing-axles no longer transmit the power, a de Dion axle now looking after rear wheel location. There are still two belts on expanding pulleys, controlled by speed and load, but the car would run equally well if one of them were removed so the duplication is really a form of insurance. In front, there is a conventional MacPherson suspension layout with rack and pinion steering.

Although the smallest DAF has a flat-twin engine that is made in Holland, the 66 has a Renault 4-cylinder unit of 1108 cc. As the 66 is heavier than the 55, some performance has inevitably been lost, but the Marathon version, as tested, has a more highly tuned engine which restores the *status quo*.

Comfortable seating is a feature, with plenty of room in the back and good all-round visibility. A simple lever gives forward or reverse, the car being normally controlled by the two pedals. The automatic clutch can give a very smooth start but occasionally it jerks slightly. Once on the move, the engine runs at a constant speed as the car accelerates. The rate of acceleration is determined by the throttle position and that is all the driver needs to know. It is possible, however, to obtain a high gear ratio by easing back the accelerator, to the benefit of quiet running and fuel economy. Such little tricks can add to the fun of driving but need not bother the beginner.

The Marathon is claimed to be a 90 mph car but, although the speedometer goes well past this figure, I could not record more than 85 mph against the stopwatch. The engine was entirely happy to maintain this gait as a cruising speed and the fuel consumption remained moderate. The car is surprisingly quiet at its maximum speed but rather noisier when accelerating hard; there is very little tyre noise on most road surfaces.

As would be expected, the de Dion axle has transformed the roadholding, the previous oversteer having vanished. The handling remains neutral under most conditions, but the driver gains confidence from the impeccable rear end behaviour over bumps. The car rides well on good road surfaces but on bad roads it becomes slightly less comfortable with only the driver aboard, some up and down movement taking place; the ride is altogether better when passengers and luggage are car-

Left, though its acceleration figures are not spectacular the DAF 66 Marathon will always yield its maximum performance in an instant. Right, The de Dion axle has transformed the road holding the previous oversteer having vanished.



ried. On wet and slippery surfaces, the road-holding is quite outstanding, irrespective of the load on board.

For driving in London, the DAF is just about ideal. There is no clutch to hold out at the traffic lights and no jerking when the transmission changes gear. The car does all the work and the driver is able to concentrate on steering and braking. The brakes behave well and cope easily with the performance of the car.

At night, the headlights give a good beam, though there are only two of them, and they do not lose too much intensity when dipped. The heating and ventilation are effective, with good extraction when the windows are closed, though the cold air inlets are not very large. The interior is attractive though I personally disliked the speedometer dial, which had too few calibrations.

The DAF is not the sort of car I normally test for AUTOSPORT. Nevertheless, it is ideal for town work or as a second car, especially when several members of the family use the vehicle. It is a comfort, when madame sets off for the shops, to know that whatever she does she will be in the right gear at the right time. The 66, even in Marathon form, will break no speed records, but its fine finish and high standard of engineering will appeal very much to the discerning owner.

SPECIFICATION AND PERFORMANCE DATA

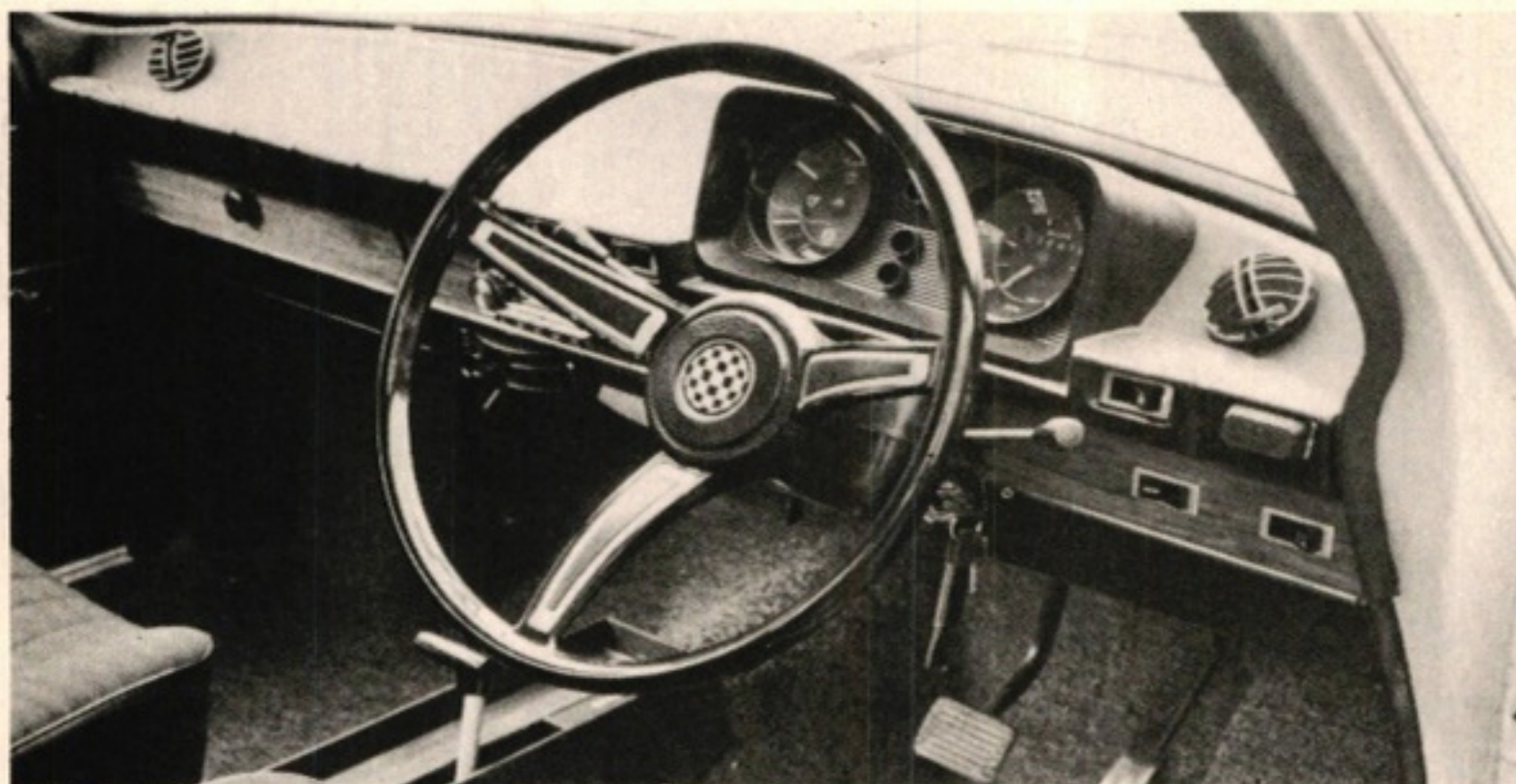
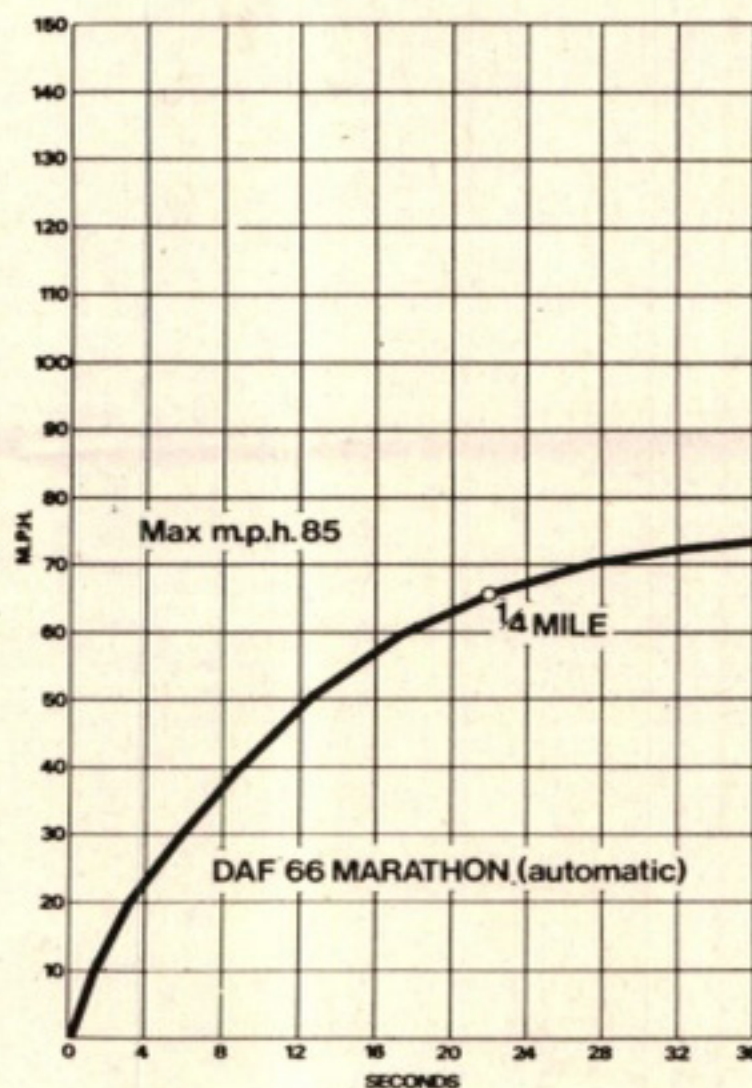
Car tested: DAF 66 Marathon 2-door saloon, price £1315 including car tax and VAT.

Engine: 4-cylinders 70 mm x 72 mm (1108 cc). Compression ratio 10 to 1. 55 bhp at 6000 rpm. Pushrod-operated overhead valves. Solex horizontal carburettor.

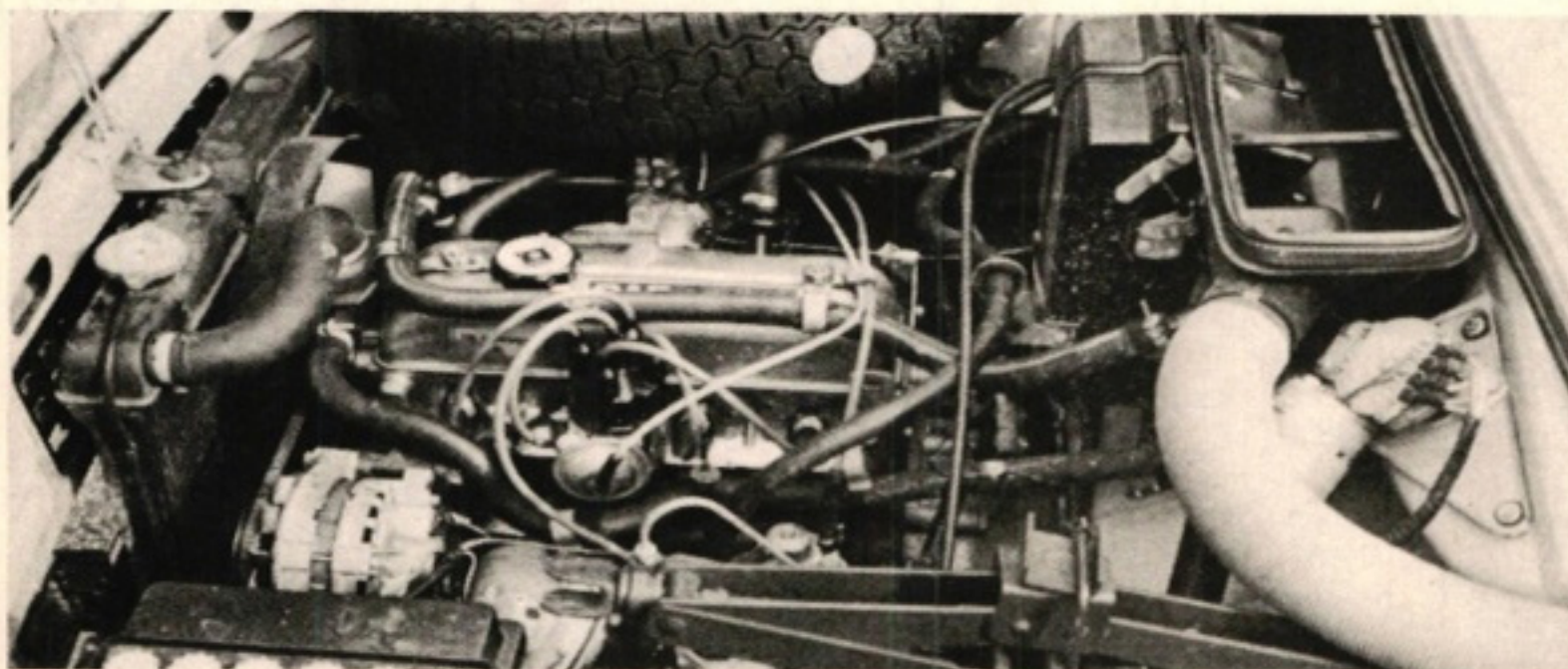
Transmission: Single dry plate automatic centrifugal clutch. Automatic transmission by twin belts in parallel on expanding and contracting pulleys. Helical spur reduction gears to differential and articulated driveshafts to rear hubs. Infinitely variable ratios between 3.87 and 15.44 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts and lower wishbones with anti-roll bar. Rack and pinion steering. De Dion rear axle on single-leaf semi-elliptic springs. Telescopic dampers all round. Disc front and drum rear brakes with vacuum servo. Bolt-on disc wheels fitted 155 SR 13 tyres (radial ply).

Equipment: 12-volt lighting and starting with alternator. Speedometer. Fuel gauge. Voltmeter. Heating, demisting and ventilation system, with heated rear window. Windscreen wipers (2-speed) and washers. Flashing direction indicators. Reversing lights. Radio (extra). Dimensions: Wheelbase 7 ft 4.6 in. Track (front) 4 ft 3.6 in (rear) 4 ft. Overall length 12 ft 8.75 in. Width 5 ft 0.6 in. Weight 16 cwt. Performance: Maximum speed 85 mph. Standing quarter-mile 21.7 s. Acceleration: 0-30 mph, 6 s; 0-50 mph, 12.2 s; 0-60 mph, 17.8 s; 0-70 mph, 27.9 s. Fuel consumption: 27 to 35 mpg.



Above, the interior is attractive though the speedometer has too few calibrations. The DAF 66 has a 4 cylinder Renault engine of 1108 cc.



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HUMBER	SCEPTRE
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MORRIS	All MARINA models 1800 MKII
NSU	1200C, Ro80
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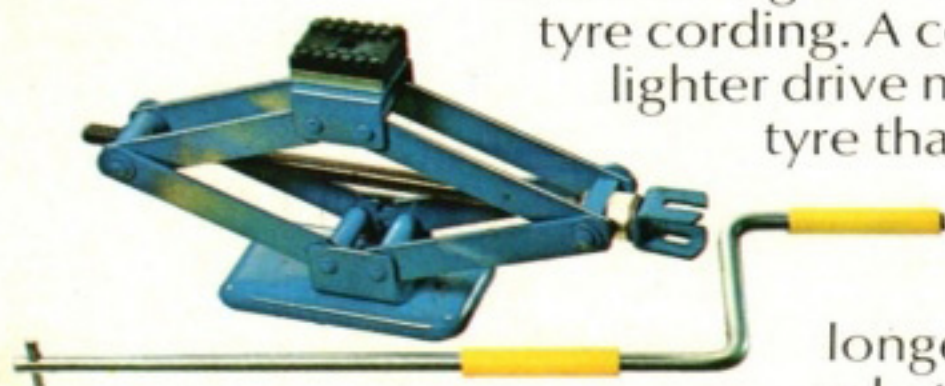
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For wet and treacherous roads, you can't beat front wheel drive—Citroën DS23 sampled.

MICHELIN TEST DAY

Severe weather conditions create survival problem

By JOHN BOLSTER Photographs by PETER BURN

The foreign car test day, organised by Michelin, has been graced for many years by brilliant sunshine. This year, to redress the balance, Silverstone suffered a series of cloudbursts and the conditions could not have been worse. In addition to this natural hazard, the standard of driving varied from terrifying to unbelievable, proving that many journalists are better at writing about it than doing it. About half a dozen cars were severely mauled, including the unfortunate No. 13, which was straightened up after one shunt and then totally written off—why have that number anyway?

My first car was the Mercedes-Benz 450 SL, the short-chassis version of the latest V8. The engine and the new 3-speed transmission with torque converter are utterly smooth and silent, though I expected a bit more punch from 4½ litres. On the waterlogged surface, the car slid and aquaplaned almost uncontrollably but on my return, somewhat shaken, to the paddock I found that it had been fitted with non-standard tyres; they

were Dunlop Racing of the dry weather variety! No doubt the road noise and bump-thump which were noticeable could be traced to the same source.

In the States, the younger generation are crazy about pick-ups, which will carry camping equipment and outboard motors and can have sporting looks. Such a vehicle is the Mazda B1600 Pick-up, which is strong, light, and unbreakable, with an overhead camshaft engine that has lots of torque.

Hard-sprung at the rear for load-carrying, this useful hack handled well on the wet circuit and on the tight handling course it could be skidded under perfect control, which I enjoyed enormously. Capable of an honest 80 mph, this sporting truck has so many uses in the country that I almost bought it there and then; I'm sure the pick-up fashion will spread to England.

For wet and treacherous roads, you can't beat front-wheel drive, which was my excuse for yet again sampling the joys of the big Citroën. This was a 5-speed DS23 and it

... and Chris Meek with Pantera lost.

Dave Brodie with Bora crossed-up.



rode and handled as well as I had expected. Though the lever for the 5-speed gearbox is on the steering column, it works beautifully and silences the usual criticism of this location. The great car flew along in a pillar of spray, feeling perfectly safe and stable, and the short test drive was over all too quickly, for this is a very special sort of motoring.

Front-wheel drive continued, for Erik Carlsson told me that the little Saab 96 V4 had a 90 bhp engine, thanks to a new do-it-yourself tuning kit that the makers have launched. I was soon battling round the circuit at a very respectable speed and was astonished at the sheer cornering power of the car in the wet. Much though I appreciated the handling, I did not like the steering column gearchange, which lacks the precision of the Citroën arrangement.

Then came what was perhaps the car of the day for me. This was the new Opel Commodore GS coupe with a six-cylinder 2.8-litre engine. The car is very fast indeed and I exceeded an indicated 110 mph on the short straight, which takes a bit of doing under those conditions. Smooth and silent at cruising speeds, the engine has a more sporting sound and feel when really pressed. The roadholding and handling are quite outstanding and this good-looking car rides well. I shall carry out a full road test of this promising newcomer as soon as possible.

Just as it looked like drying up, and I was about to sample some of the more powerful cars, another cloudburst intervened. Looking for something safe, I chose an Alfaetta, not noticing that it was on Firestone Cavallinos, which was my undoing. Under these appalling conditions, the car was most unhappy and understeered excessively. Entering Abbey, the understeer reached frightening proportions and then suddenly the rear end broke away too. I had little control of the subsequent gyrations and eventually broad-sided to a standstill without leaving the road. Thereafter, I drove with exaggerated care!

Another Alfa Romeo, in this case the Alfasud, followed. This is a refined and comfortable little car with the usual front-drive stability. Not a vivid performer, it gets along well with an easy stride and gives a very comfortable ride. The conditions had by now become absurd, however, with parts of the circuit inches deep in water, so I took a leisurely lunch, hoping for better conditions. Incredibly, the rain stopped and the road began to dry. It was not ideal, but it was now or never for the powerful monsters.

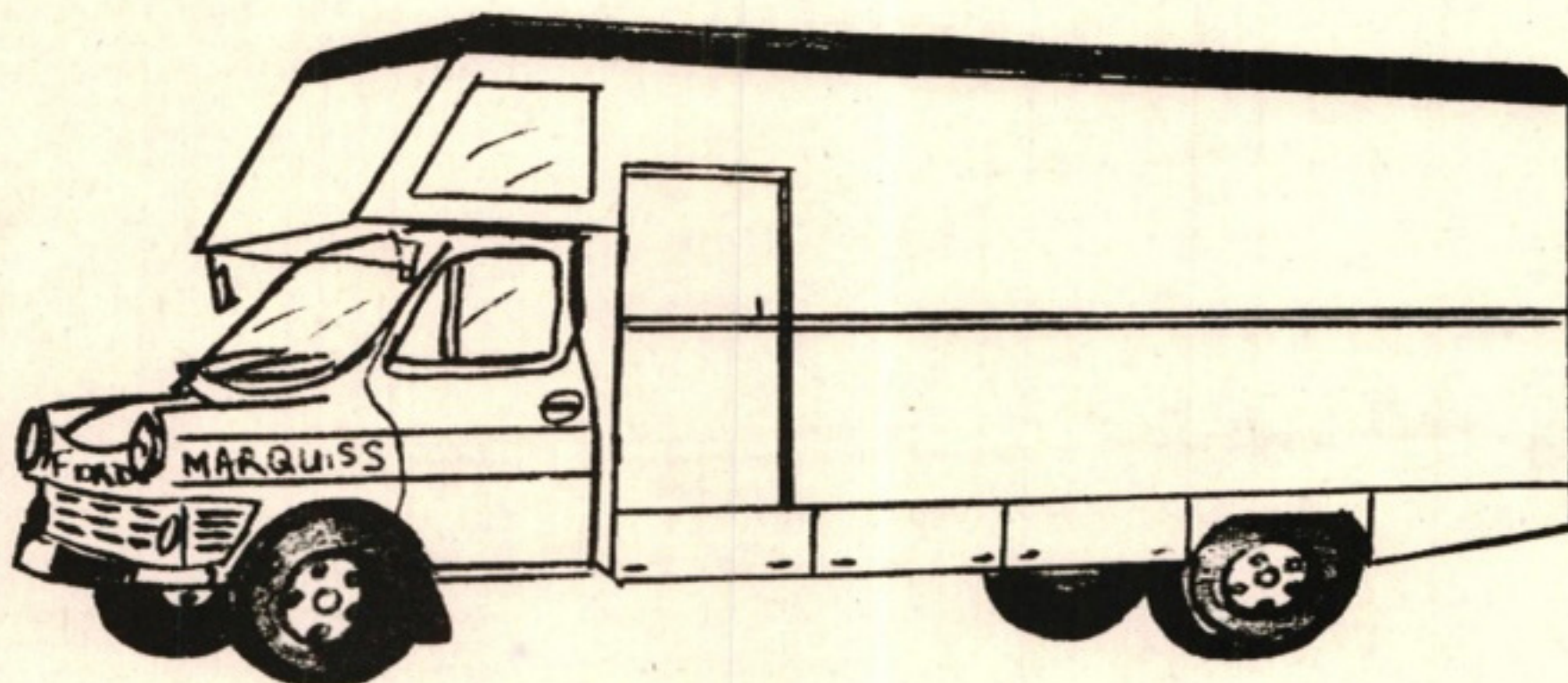
My choice was the Lamborghini Jarama S, with a 4.2-litre V12 engine developing 385 bhp. The car handles like a thoroughbred, with beautifully sensitive steering, though the brake pedal is perhaps a bit light for driving in the wet. The wishbone-type independent rear suspension gives excellent traction and though I was extremely careful not to damage such a valuable piece, the incomparable note of the high-revving V12 tempted me to drive with less discretion.

One good Lamborghini deserves another and so I took off in the Espada. With a much more roomy body and a far quieter exhaust, this is an ultra-luxurious fast touring car in the grand manner. It has the same light and sensitive handling as its more sporting sister and I would love to extend it fully on an autoroute, for Silverstone is much too cramped to enjoy such machinery to the full.

I concluded my day with the Iso Rivolta Lele, a delightful Italian car with a 5.7-litre Ford V8 engine, a 5-speed ZF gearbox, and a de Dion rear end. Once again, the handling was excellent and the roadholding quite exceptional. The Lele is not a hairy sports car but a very refined touring car with unusually high gear ratios—second and third are the gears for Silverstone and fifth is only for the wide open spaces. This Iso is a well-balanced car and the de Dion rear end seems just the thing for treacherous road conditions.

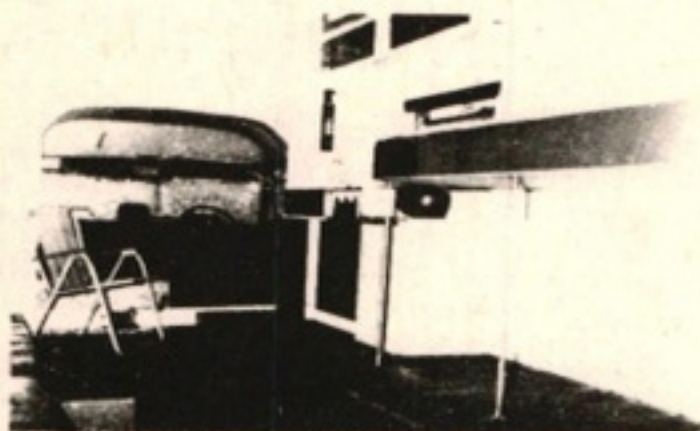
In spite of the rain, the usual Michelin organisation made the event a great success. The only sad people were those unfortunate manufacturers who had bent cars to take home, but that's life, I suppose.

TRANSPORTERS

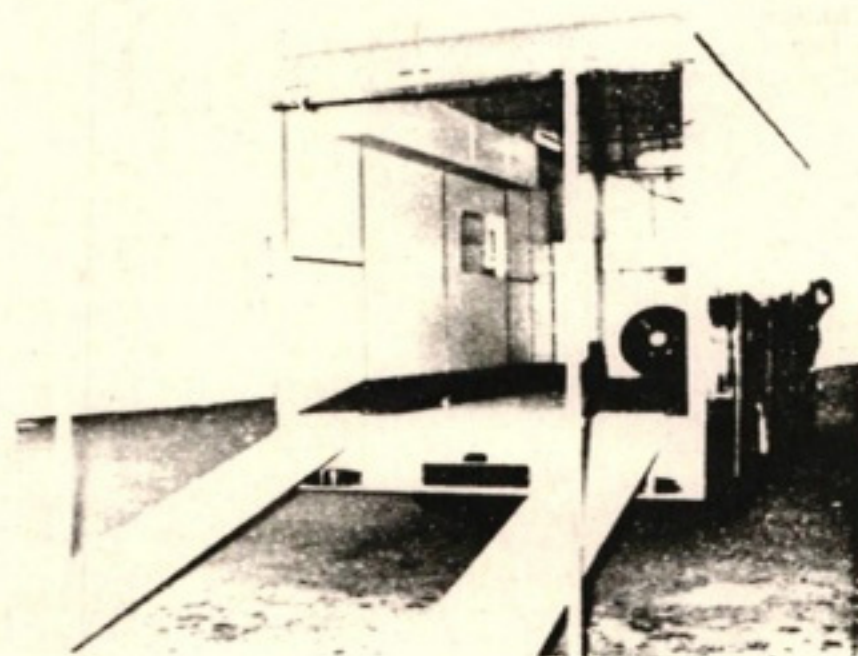


MECHANICS BEDTIME STORY

Once upon a time a chap called Henry started building Automobiles. He made a very good job of them and his company flourished. Some time later another chappie in his company started building Transits and made a very good job of them and his company flourished. Some time later a wee laddie in Scotland got hold of one. He looked at it. Poked at it. Lengthened it. Built on it. Gave it a Three litre transplant and produced a "MARQUISS" and made a very good job of it. Do you know its body is 14 to 16 feet long and it can travel all day at Seventy (Legally) carrying your Boss's lovely racing car (Large Sports, Formula or Saloon) which probably cost him Six grand. A spare engine. Wheels and lots of other bits and pieces which cost another Four grand. Now having spent all this lolly his main aim in life is get all of it to places with funny names like Brands, Monaco, Silverstone, Imola, Oulton, Zandvoort etc. Only thing is. He likes it to be just as clean and immaculate as when you finished preparing it back at home base. And that tired old van and trailer is getting a bit past it. Tell you what, have a wee wish and and show him this dream. it will only cost another Two grand. P.S. The Marquiss even has a bunk in which you can have other dreams like him winning in his clean immaculate reliably transported car. And we will even throw in a Portable Cooker for that quick brew up.

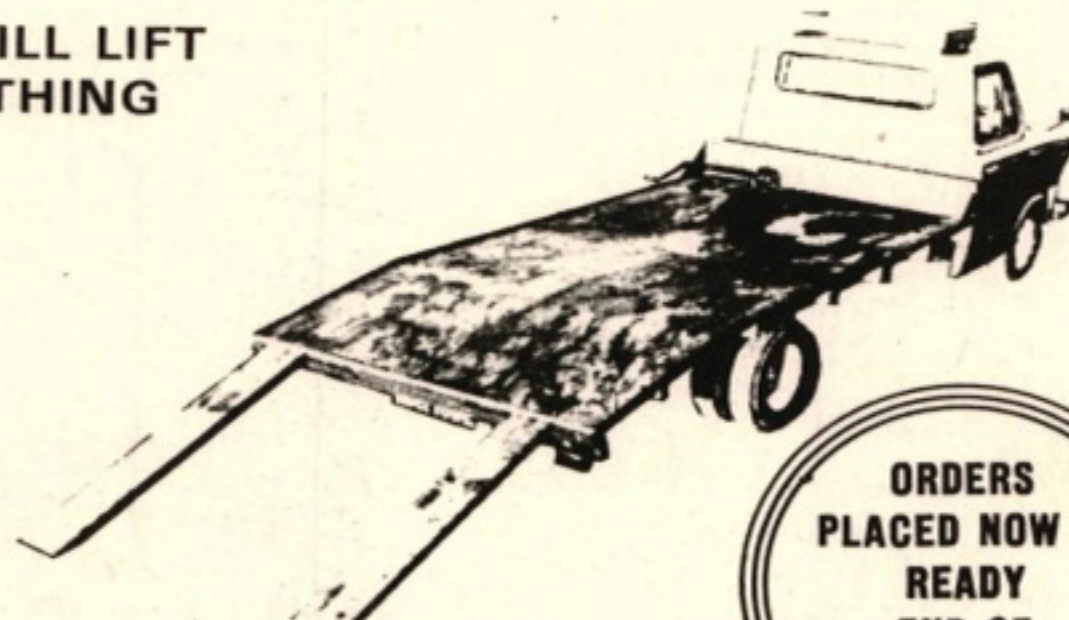


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BRANDS HATCH

"Whizzo" Williams triumphs in Ford Consul attraction

By ROBERT FEARNALL

With it being Ford Sport day, the saloon car entertainment at Brands Hatch last Sunday naturally centred around the Ford make—in fact no other type of saloon car competed in the day's proceedings. Highlight of the day was the rally versus racing drivers match event using standard 3 litre Consul GT cars, with Barrie "sideways" Williams leading from start to finish to head a convincing display by the racing men. The fraught Motorcraft Mexico Challenge qualifier saw a fantastic battle for the lead resolved in the favour of David da Costa, a newcomer to the challenge this year. For the 15,000 spectators there were hordes of other splendid attractions ranging from a very ambitious and startling attempt by the Canadian Auto Circus team in Escorts to lap the club circuit on two wheels "I do that all the time in my Firenze" remarked Gerry Marshall!—to a parade of immaculate Ford GT40s via a ladies' parachute display, a Dunlop mobility tyre demonstration and the Ford Sport Club autotests. Yes, there was plenty of entertainment at Brands last Sunday, staged impeccably by the ever-efficient BRSCC, aided by a rousing and superb commentary from Norman Greenway and Nick Brittan, and for a change held in glorious sunshine. Incidentally the Auto-Circus didn't have complete success with their trick, but while they circulated on two wheels on the point of tipping over, they were most

spectacular.

Barrie Williams' customary Kidderminster Motors Mexico melted a piston in practice so the ever-laughing Williams, qualified to start at the back of the grid in a Shellsport Mexico and he made up an amazing number of places in to Paddock, which pole position man Allan Wilkinson reached first ahead of other front row occupants Rod Mansfield and David da Costa. Wilkinson's Allen of Romford Mexico seemed to have the race wrapped up for the first part of the race while da Costa did his utmost to displace Mansfield, nearly losing the whole lot at Druids on the second lap. However da Costa's perseverance paid off, for he slipped his ex-Stuart McCrudden Mexico of last year, into second place at Kidney on the third lap and immediately started to haul in Wilkinson.

Da Costa's tight inside line at Druids paid off on the fifth lap when Wilkinson slid out wide and the West Countryman had an unhindered line in to first place while Mansfield tried to usurp Wilkinson from second place. But for the rest of the race, the order remained unchanged with Da Costa clinching the premier position by 0.6 s from a continually pressing Wilkinson, who gradually dropped Mansfield.

Behind this trio, the battle for fourth place was a most fraught affair with Tony

Bob Bean couldn't stop spinning and collects Gillian Fortesque-Thomas this time. Russell Brookes, slow but steady, plods by to gain eleventh overall.



Dron's Straker of Wimbledon Mexico holding the upper hand for the early laps until Mike Crabtree inserted the Peter Mahne Willment rally car in to fourth place on the fourth lap. Crabtree—who gradually brought this next bunch closer to the leaders—was pestered continually by Mike Freeman's P&M car, Dron, John Waterman and Stuart McCrudden, whose latest car was smartly turned out by Allam Generators and Freeman's attempts to demote Crabtree succeeded on the seventh lap when he slipped by going into Kidney. Crabtree was subsequently pressed by Dron until the last lap when the two Mexicos came in to contact at Druids and Crabtree spun to a halt in the wrong direction with a very battered car to continue last while Dron dropped to eighth. Behind fourth man Freeman, McCrudden took over fifth place after taking Paddock side-by-side with Waterman on the last lap with Waterman having the outside autocrossing line to fall behind the Generating Escort, and Nick Weir was involved in this tussle but life between Weir and Wileman got too close for comfort on the third lap at Druids and Weir suddenly dropped to the tail of the field, and didn't seem too happy about it afterwards either!

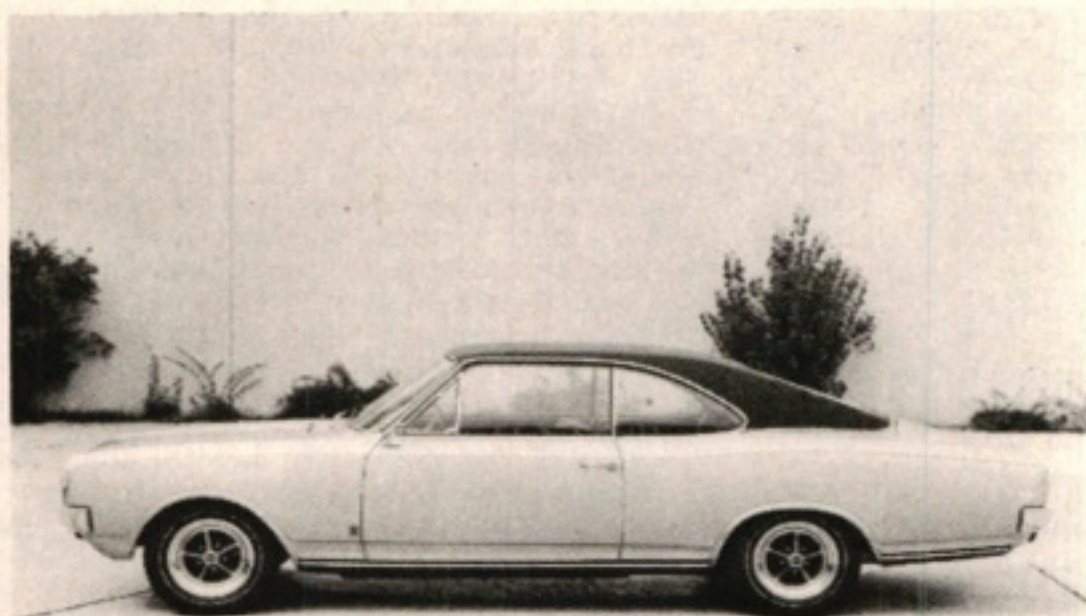
There was much more clanging of bodywork in the early laps between the next runners, with Peter Hilliard just beating Eric Chappell to the line, Chappell having pulled away from Derek Smith in the closing laps and Smith had his hands full of Gordon Rigby and Gill Fortesque-Thomas at the finish, although Gill was penalised for jumping the start. What of Barrie Williams after his great start? Well, his virtually standard Mexico wasn't competitive with the others and Barrie had to make do with bags of understeer and 14th place.

Considering the number of special saloon Ford devices currently picking up the wins in club racing, the turn out of Ford-powered devices for the 10 lap Ford Rallye Sport handicap Trophy race was most disappointing. Ford employee Reg Smith had 2 laps and 15 s start in his Mexico and made full use of it to lead throughout. Nick Whiting's Escort FVA made excellent ground from the 20 s mark to take over second place on the ninth lap and further reduce Smith's lead on the last lap, but he was just 2.6 s adrift at the finish in a well-handicapped race. Scratchman Mick Hill started to make up good ground in his Tricentrol Boss Capri but spun under the pressure at Paddock and that mistake—on the eighth lap—was all that was needed to put him well out of the picture. Colin Folwell's Corbeau 3 litre Capri—often in mod sports—held a useful position throughout to hold third place on the last two laps although he finished the race on a dead engine and had the continually dicing Mexicos of Derek Wileman and Tony Dron (both given 1 lap and 25 s start) close behind it on the line. The third of the generously handicapped Mexicos, that of Mike Smith, retired with a broken gearbox, leaving Bill Shepherd's screaming 1-litre Ford-engined A40 to scrape home in sixth ahead of Jeff Mann's 1.7 Anglia and Dave Bray's 2-litre Escort, both of whom started from the 30 s mark. The 3-litre Group 1 Capris of Mike Crabtree and Zakia Redjep seemed very badly handicapped out of the whole proceedings with Crabtree managing 10th and Redjep spinning off.

The exciting attraction of star-studded racing and rallying drivers pitting their skills in standard 3-litre Consul GTs lost some of its interest when rally star Roger Clark failed to appear and Gerry Marshall—as spectacular as ever in practice—was forced to non-start as broken ribs suffered in his rallying accident the previous week started to cause considerable pain. However there was still plenty of action in store, with Barrie Williams—taking the helm of Marshall's car from Gerry's second row grid position—and front row occupant Vern Schuppan rounding Paddock side-by-side on the first lap and Williams reached Druids ahead. Schuppan—who is to drive such a car in the Avon Motor Tour of Britain—latched on to the sideways car of Williams as best Vern could, while ace Group 2 driver Dave Matthews was making

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excellent ground in his Consul to pass Schuppan on the inside of Kidney on the fifth lap.

Matthews then hauled in the versatile Williams, but there was nothing the Capri Broad-speed driver could do about Whizzo's antics and Barrie got to the line first by two-tenths with Schuppan falling back in third place after visiting the grass at Paddock on the seventh lap. Rallycross ace John Taylor gradually acclimatised to his mount after starting from pole position where Stuart McCrudden had inserted this car after practice, and nearly caught Schuppan at the finish, while Taylor had Vince Woodman breathing down his neck for much of the race and across the finish line.

First of the proper rally men was Tony Pond who followed Mike Hibbert for much of the race but displaced him on the last lap for sixth with Hibbert being pursued across the line by Adrian Boyd while Mick Hill—who was leading this trio of rally drivers for a while—fell to ninth to barely hold off another rallying ace, Andrew Cowan. Amongst this gaggle in the opening laps, Nick Brittan, Andy Rouse and Rod Chapman went off in all directions at Clearways from which all emerged to carry on their business although much further down—and Brittan had time for another spin before finishing. But that's nothing compared with rallying man Bob Bean who spun at least six times around the circuit despite being at the tail of the field, and on one occasion while being lapped he took off Gillian Fortescue-Thomas in to the Paddock sleepers, Gillian having quite a dice with Boyd and Cowan at the time.

Completing the non-spinning contingent, in 11th place came Russell Brookes who just got to the line ahead of Harold Morley and then promptly dropped the lot at Paddock Bend on the slowing down lap. While all these rally men occupied themselves with trying to make use of Brands for special stage purposes, the circuit aces won the team prize by 34 points to 71.

After the stadium Midget single-seaters performed their demonstration-come-race won by BRSCC's Peter Jopp at 66.35 mph with a fastest lap at 1 m 3.8 s, it was time for the Shellsport Celebrity Mexico race. Rod Mansfield jumped the start so much from his 11th row grid position that he was easily leading by the time the cars reached Paddock, but he wasn't penalised so long as he bought all the competitors and stewards a beer in the bar after the race! Mansfield commanded the race for some time while Donald Macleod's second position came under dispute from Colin Vandervell, who had worked up from the 15th grid placing. Macleod and Vandervell spent much of the fifth and sixth laps side-by-side with Vandervell getting the better of it and closing on Mansfield. At the start of the eighth lap, Vandervell dived to the inside of Mansfield towards Paddock and with use of the grass verges, the Atlantic driver just had enough room to get in to the lead and that's where he stayed with Macleod a fairly distant third. Barrie Williams had a lonely race this time, in fourth place with MRS man Chris Smith just pipping David Purley to the line in fifth place with Tony Lanfranchi and Peter Wardle following them across the line. Vern Schuppan finished 11th, one place ahead of celebrity Martin Thomas while Mexico winner da Costa spun away his chances at Bottom on the first lap.

Motorcraft Mexico Challenge race (10 laps): 1, David da Costa, 10 m 37.2 s, 70.06 mph; 2, Allan Wilkinson, 10 m 37.8 s; 3, Rod Mansfield, 10 m 39.6 s; 4, Mike Freeman, 10 m 42 s; 5, Stuart McCrudden, 10 m 44.8 s; 6, John Waterman, 10 m 45 s. Fastest lap: Wilkinson, 1 m 2 s, 72 mph.

Ford Rallye Sport Trophy for Ford-powered saloons (10 lap handicap): 1, Reg Smith (1.6 Ford Escort Mexico), 9 m 53 s, 64 mph; 2, Nick Whiting (1.6 Ford Escort), 9 m 55.6 s; 3, Colin Folwell (3.0 Ford Capri), 10 m 1 s; 4, Derek Wileman (1.6 Ford Escort Mexico), 10 m 5.8 s; 5, Tony Dron (1.6 Ford Escort Mexico), 10 m 6.8 s; 6, Bill Shepherd (1.0 Austin-Ford A40), 10 m 14.6 s. Fastest lap: Mick Hill (4.7 Ford Boss Capri), 54.6 s, 81.76 mph.

Daily Mail Trophy race for invited rally and race drivers in Ford Consul GT 3-litre cars (10 laps): 1, Barrie Williams, 11 m 10.6 s, 66.57 mph; 2, Dave Matthews, 11 m 10.8 s; 3, Vern Schuppan, 11 m 17.4 s; 4, John Taylor, 11 m 18.4 s; 5, Vince Woodman, 11 m 19.4 s; 6, Tony Pond, 11 m 22 s. Fastest lap: 1 m 5.2 s, 68.47 mph (record).

Shellsport Mexico Celebrity race (10 laps): 1, Colin Vandervell, 11 m 14.4 s, 66.19 mph; 2, Rod Mansfield, 11 m 15.4 s; 3, Donald Macleod, 11 m 17.2 s; 4, Barrie Williams, 11 m 20.4 s; 5, Chris Smith, 11 m 21.0 s; 6, David Purley, 11 m 21.8 s. Fastest lap: Vandervell, 1 m 5.2 s, 68.47 mph.

FORMULA ATLANTIC/FORD

Purley's exciting win

By IAN PHILLIPS

The programme contained two single seater (Ford engined cars of course) championship rounds; Formula Atlantics for Yellow Pages points and FFs for BOC rewards. Both were of a very high standard indeed with Atlantics proving yet again that they are the top club racing attraction. The lead was contested virtually throughout the 25 laps by David Purley's LEC March and Colin Vandervell's similar Triplex car. For the majority of the race they were only feet apart before the handling of Vandervell's car deteriorated so much due to a rolling rear tyre that he had to make a brief excursion on the grass. Peter Wardle took third after an excellent drive in his Surtees TS15 just a couple of seconds behind Vandervell.

The FF event was predictably close and hard fought. The laurels eventually went to Donald MacLeod's Merlyn after Derek Lawrence spun while leading at half distance. An almighty carve-up for second place saw the hairy Frank Hopper dead heat on time with Rob Wicken with Lawrence and Stephen South 0.2 s down in fourth and fifth.

The Yellow Pages Formula Atlantic Championship round had a full 20 car field with two reserves. However, after practice Tom Walkinshaw had to withdraw the works Myson GRD after the Racing Services BDA ran a main bearing while Geoff Friswell had trouble with porous wheels and a puncture in his barely completed March and did not bother to come out.

Colin Vandervell's Alan Smith powered Triplex March sat on pole position with a time of 46.0 s followed by three drivers on 46.4 s; David Purley (LEC March-Lec), John Nicholson (Lyncar-Nicholson) and Ray Mallock (Chequered Flag March-Swindon Racing Engines). Following the Silverstone protests Nicholson's engine had been checked and declared legal while the ever improving Mallocks still awaited the RAC inspection. Peter Wardle was next in his Surtees-Elden TS15 on 46.6 s while John Lepp (Chevron-Smith) and Jim Murdoch (Tui-Hart) also got under the 47 s barrier. Just showing how close it all was, the field was covered by just 3.4 s with well over half the cars being less than 2 s slower than pole man. One man who was surprisingly far back was Tom Pryce in the works Royale-RES; he suffered handling problems in practice, probably a legacy of his Silverstone escapades.

After the warming up lap there was much activity round Purley's engine which appeared to be misfiring. It was well after the one

minute signal when his men left the grid having put the carburettors back together again. However he was able to leave the grid on time on the pace lap. The lap behind Peter Browning's Granada looked chaotic but as he came on to the straight things became a little more organised as Vandervell kept his hand in the air holding the field back to the last possible moment.

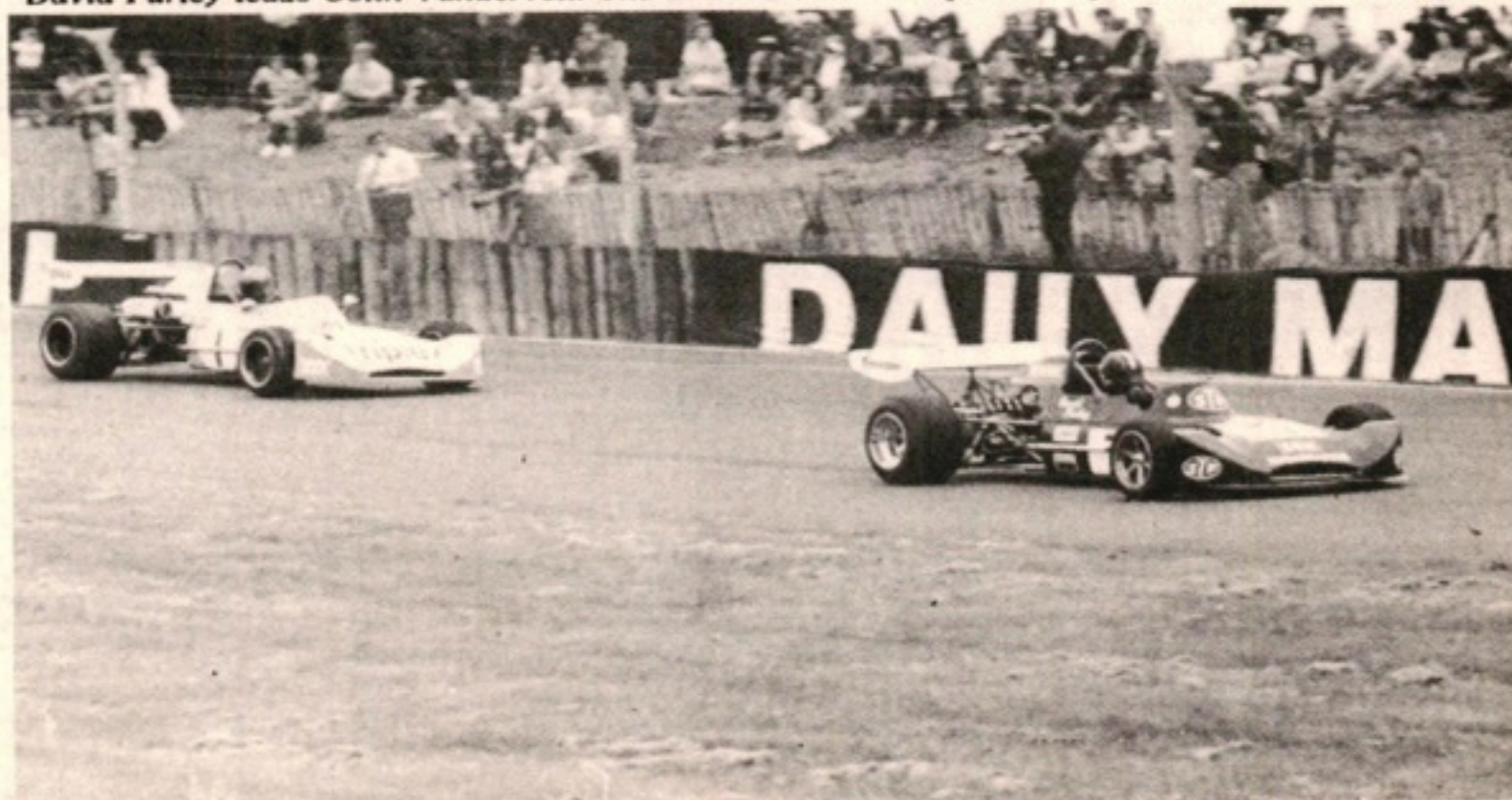
It was just like a bunch of F2s roaring off the grid with Vandervell and Purley side by side leading away with Nicholson's engine not picking up too well and the Lyncar being swallowed by the pack. Out of Paddock it was Purley, just, with Vandervell, Mallock, Wardle and Jas Patterson's March 722 and the rest right behind.

In the first couple of laps the two leading men opened up about three seconds on the rest with Purley still leading despite great pressure from Vandervell. Mallock and Wardle were almost clear in their dice for third while Patterson had Lepp, Murdoch, the rapidly climbing Pryce, Michael Mather (March 712), Sonny Rajah (March 73B), Ken Bailey (March 722), John Wingfield (Brabham BT41), Bev Bond (GRD 273), Stephen Choularton (March (Brabham BT28), Colin Andrews (March Robert Salisbury (Surtees TS15), Reg James (Brabham BT28), Colin Andrews (March 712) and a sick sounding Ian Mawby (Lotus 69).

Right up until lap 22 Purley's mirrors were full to overflowing with the blue March of Vandervell. In fact along Bottom Straight on several occasions they could have shaken hands they were so close, but every time it was the LEC car which led into Clearways where it would pull out perhaps a length. Eventually it turned out that Vandervell was in trouble with the handling of his car as the nearside rear tyre was rolling over. The twitchiness got the better of him out of Paddock on lap 22 and he charged up the grass towards Druids rejoining right in front of Wardle, who, having passed Mallock on lap five when the Chequered Flag car's gear lever broke, had kept a constant watch on the leaders although he still suffers from a slight handling problem with the TS15 because of poor tyres. Vandervell made desperate efforts to catch Purley over the final four laps but failed by nearly 3 s. Wardle took third a couple of seconds back as Tom Pryce closed the gap to 1.6 s at the end after a characteristically gutsy drive throughout the

Continued on page 43

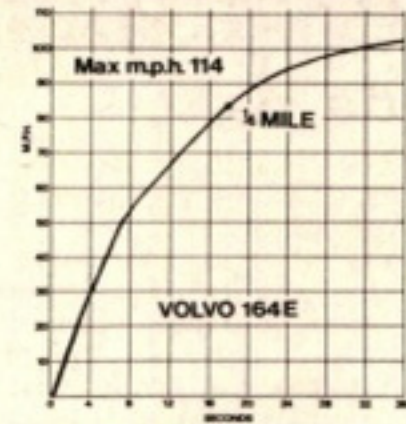
David Purley leads Colin Vandervell. The two were never separated by more than a few lengths.



VOLVO ROAD TEST REPORT



VOLVO 164E



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Volvo 164E 4-door saloon with automatic transmission, price £2979 including tax.
 Engine: Six-cylinders 88.92 mm x 80 mm (2978 cc). Compression ratio 10 to 1. 160 bhp (net) at 5500 rpm. Pushrod-operated overhead valves. Bosch electronic fuel-injection.
 Transmission: Hydraulic torque converter and 3-speed automatic gearbox, ratios 1.0, 1.45, and 2.39 to 1. Hypoid rear axle, ratio 3.31 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil springs, and anti-roll bar. Power-assisted recirculating ball steering gear. Live rear axle on twin pairs of trailing arms and Panhard rod. Telescopic dampers all round. Servo-assisted disc brakes with small drums for handbrake. Bolt-on disc wheels fitted 185/70-15 radial ply tyres.
 Equipment: 12-volt lighting and starting. Speedometer. Fuel and temperature gauges. Heating, demisting and ventilation system with heated rear window. 2-speed

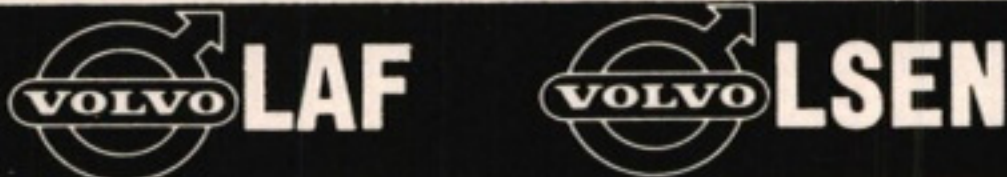
windscreen wipers and washers. Flashing direction indicators. Reversing lights. Radio (extra).
 Dimensions: Wheelbase 8 ft 10 1/4 in. Track 4 ft 5 1/4 in. Overall length 15 ft 5 1/4 in. Width 5 ft 8 1/4 in. Weight 1 ton 7 cwt.
 Performance: Maximum speed 114 mph. Standing quarter-mile 17.4 s. Acceleration: 0-30 mph, 4 s; 0-50 mph, 7.6 s; 0-60 mph, 10.1 s; 0-80 mph, 16.8 s; 0-100 mph, 31 s.
 Fuel consumption: 17 to 21 mpg.

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Sounds right

With reference to the article on the effects of high level noise on the hearing of trackside officials (AUTOSPORT, May 10) it is unfortunate that an error crept in. The writer, in explaining that the decibel has a logarithmic scale, continues by saying that a sound intensity of 50dB is twice as loud as one of 40dB. This is not so for the following reason:—

$$\text{Relative sound level in dB} = 10 \log \frac{S_m}{S_r}$$

Where S_m is the measure of sound being considered

S_r is the reference measure of sound

Thus if the sound measured at the trackside is say 10000 phons and the reference measure is 1 phon then:

$$\begin{aligned} \text{Relative sound level} &= 10 \log \frac{10000 \text{ dB}}{1} \\ &= 10 \log 10000 \text{ dB} \\ &= 10 \times 4.0000 \text{ dB} \\ &= 40.0000 \text{ dB} \end{aligned}$$

Then if the sound measured at the trackside increase to 20000 phons with the same reference of 1 phon then:

$$\begin{aligned} \text{Relative sound level in dB} &= 10 \log \frac{20000}{1} \\ &= 10 \times 4.3010 \text{ dB} \\ &= 43.01 \text{ dB} \end{aligned}$$

Thus doubling the sound level increases the figure by 3dB, not 10dB.

BEAN, KENT. A. C. PUTT, M.I.T.E.

AMOC criticism

I feel I should draw your attention to an incident which occurred on the first day of the Martini International meeting at Silverstone on May 19.

The circumstances are as follows: At the start of the race (Formula Ford, heat 2) it was raining heavily. My husband made a good start with no wheel spin because he had a low first gear and started with low revs. He was in sixth place on reaching Becketts when he spun and consequently dropped back to 23rd place. However, he managed to finish the race, so we thought, in 15th place, which meant he should have been in the final.

When the results were published, 45 m later, he was shown to have finished 23rd. On querying this in the race office, no one knew why this was so, but after a delay we were told he had been penalised 1 m for a jumped start.

Brands Hatch — continued

field which netted him joint fastest lap with Purley and Vandervell; the handling problem was still there but he said he had learnt to live with it. On his way to fourth Pryce had had to fight his way through a rapid train of cars consisting of Lepp, Mallock, Murdoch, Patterson, Mather and Nicholson. Patterson actually led the bunch for most of the way until he and Lepp touched and spun at Paddock. The March was comprehensively damaged while Lepp continued to the pits and retirement with a water leak. Nicholson found his way to the front and fifth place when Mather retired with a broken wing. Murdoch held sixth until the penultimate lap when Mallock, who had been having trouble holding second gear at Druids throughout as well as a broken lever, made a supreme effort and took him at Kidney finishing 1 s behind Nicholson. The next three Salisbury, Wingfield and Cooper were all a lap down.

The large FF entry was whittled down to 20 starters in practice with Rob Wicken (Merlyn-Piper) and Frank Hopper (Royale-Vegantune) equal quickest on 52.8 s, just 0.2 s ahead of Donald MacLeod (Merlyn-

Rule 106 of the RAC regulations states, "In the case of a massed start the driver concerned shall be penalised by the addition of 1m to the time taken by him to complete the course. This penalty shall immediately be notified to his replenishment station, or his representative."

At no time did anyone inform us (his pit crew) of the penalty. He was not called to the clerk of the course after the race and informed. Furthermore it was not printed in the results sheet. I realise that nothing can be done, but feel that the organisation by the Aston Martin Owners' Club leaves a lot to be desired.

LEIGHTON BUZZARD, C. A. PRIME (Mrs.). BEDS.

Constructing costs

H. C. Combe's period abroad appears to have done little for his powers of reasoning (Correspondence, May 10). I have no intention of descending to his gutter level of correspondence, but would merely enquire whether he actually read the entire letter (or John Surtees article), or was he content to read only those few words which he could quote out of context in an attempt to give some substance to his reply.

I do not speak with the somewhat dubious authority of someone who spent £200,000 in an abortive attempt to become the new Colin Chapman (I think I might keep quiet about it if I had), but merely as an informed (courtesy of AUTOSPORT) spectator. My comments were addressed to the F1 and F5000 formulae and as far as I am aware Messrs McLaren, Surtees, March, Lotus, Tyrrell, etc are not candidates for the bankruptcy court just at present. We must therefore assume that these constructors either have an inexhaustible supply of money or that they are rightly profiting from their involvement in these formulae. The latter theory gets my vote. The fact that there are individuals prepared to put large sums of money into their chosen sport, with little chance of a satisfactory return proves nothing, except that they are willing to pay a very high price for their sporting "enjoyment." To spend every penny one possesses à la Combe is overdoing things a bit.

Finally, does Mr Combe deny my comment that F5000 has relatively low development and maintenance costs compared to F1 and the main point of my letter that "improved facilities at the circuits will increase the number of spectators and thereby increase the money coming into the sport?"

EPSOM, SURREY.

D. M. MAJOR.

Chicanery at Mallory

I am writing to ask what the RAC think they are playing at? I refer to Mallory Park on May 20. To be brief, this is what happened: The Mallory Park short circuit, as you know, consists of, among other things, a very tricky chicane, which has to be negotiated with care and skill. Well, on Sunday it wasn't there!

The chicane had been taken out and the bend was just a flat out right-handed, using as much of the circuit as you wished. On reckoning it out we (and I speak for a number of drivers including Bill Cox, and Dennis Knott, as well as John Hipkiss and Dennis Welch) believe that it was not only dangerous but a whole second was gained by this "alteration," making it also unfair as regards the lap records that were set up.

The danger I refer to was that the stanchions that the chicane markers usually stand in stick up proud of the circuit, at least an inch and sometimes more, several drivers, myself included, cracked their sumps on these pieces of steel. Now what I would like to know is:

- Was the RAC steward within his rights to take out the chicane without even discussing it with the drivers?
- Do the lap records set up on Sunday hold any water? If so, will the chicane remain out so that these records may be beaten, or will the chicane be back in for future meetings, making these records unbeatable?

May I close by saying that a driver *did* go to find out why the chicane was missing and was told by the RAC steward that it was his decision and rested entirely with him.

LICHFIELD, STAFFS.

G. C. TAYLOR.

APOLOGY

In our issue of May 10 we published a letter which was critical of the part played by Mr G. A. Taylor, the secretary of the Ginetta Owners' Club, in the banning of the Clan Crusader from the list of cars permitted to compete in the new production sports car formula. That letter implied that Mr Taylor had been influenced by improper motives and the views expressed by him in earlier correspondence did not represent his true feelings. We regret that such implications were made and apologise to Mr Taylor for any embarrassment or inconvenience which he may have suffered.

Scholar). It was MacLeod who made the best start from the outside of the front row chased by Derek Lawrence's works Dulon up from row three. After one lap these two led followed closely by Hopper, Stephen South (Ray-Rowland), Bob Arnott (Merlyn-Scholar), Wicken and Mike Chittenden (Merlyn). This bunch was already clear of the rest and Chittenden was dropped slightly next time round as Lawrence piled the pressure on MacLeod. On lap four the Dulon had its nose in front exiting from Paddock as Arnott moved up to third by dint of some brave driving with the likes of Hopper, South and Wicken interlocking wheels behind.

Now it was MacLeod's turn to make life uncomfortable for Lawrence. The nose of the Merlyn sneaked alongside regularly as these two experienced FF men showed their class and left the others a little. MacLeod did not have to think out his way past however before Lawrence became the unlucky victim of an oil slick laid by Arnott at Bottom Bend. The Dulon spun as MacLeod nipped by into the lead. As Arnott retired with a split oil pipe, Lawrence joined Wicken and South as Hopper pulled a little way clear in second.

Hopper challenged MacLeod briefly but soon fell into the clutches of the chasing trio as MacLeod drove smoothly home to an excellent win. Somehow the rest managed to stay on the road, quite how nobody will ever know they were so close and hairy. Hopper eventually took second squeezing Wicken on to the inside sidewalk as they crossed the line side by side. Just 0.2 s behind them Lawrence and South dead heated on time for fourth and fifth. Chittenden and Roger Manning's Air Call Elden were victims of Arnott's oil and spun out leaving Ted Wentz to take sixth in his Elden just 0.6 s ahead of Tiff Needel's Lotus 69 which dead heated with Dennis Shattuck's Elden. Richard Morgan took ninth in his Ray just a further 0.2 s behind.

Yellow Pages Formula Atlantic Championship round (25 laps): 1, David Purley (March-LEC 722), 19 m 42.8 s, 94.35 mph; 2, Colin Vandervell (March-Smith 738), 19 m 45.4 s; 3, Peter Wardle (Surtees-Eden TS15), 19 m 47.2 s; 4, Tom Pryce (Royale-RES RP12A), 19 m 48.8 s; 5, John Nicholson (Lynca-Nicholson), 20 m 9.6 s; 6, Ray Mallock (March-SRE 738), 20 m 10.6 s. **Fastest lap:** Purley, Vandervell and Pryce, 46.9 s, 97.04 mph.

BOC Golden Helmet Formula Ford Championship round (10 laps): 1, Donald MacLeod (Merlyn-Scholar Mk 11A), 9 m 17.4 s, 80.09 mph; 2, Frank Hopper (Royale-Vegantune RP16), 9 m 19.0 s; 3, Rob Wicken (Merlyn-Piper Mk 17A), 9 m 19.0 s; 4, Derek Lawrence (Dulon-Rowland MD15), 9 m 19.2 s; 5, Stephen South (Ray-Rowland 73), 9 m 19.2 s; 6, Ted Wentz (Elden-Rowland Mk 10A), 9 m 27.4 s. **Fastest lap:** Roger Manning (Elden-Piper Mk 10A), 53.2 s, 89.91 mph.

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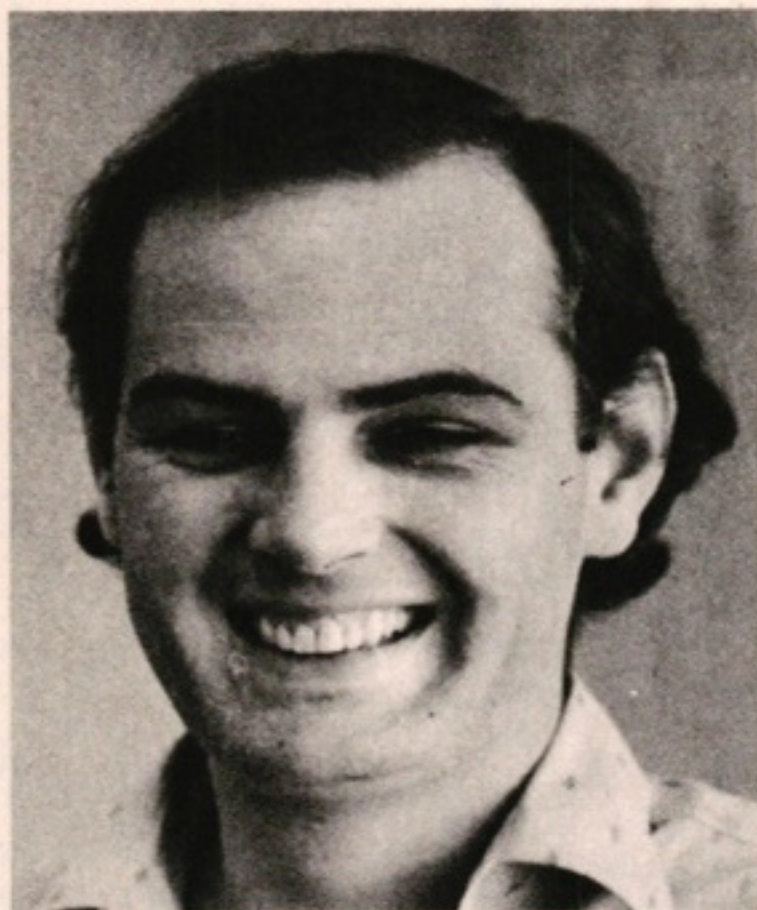
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With around 100 different carburettors made by Webers, the Italian manufacturers, it is not surprising that the most common in racing is of that make. There are, however, about five or six main types, and in London the main agent is Chris Montague Carburettors who have premises just off the Finchley Road in Golders Green. They hold one of the biggest stock of spares in the country, as well as selling thousands of carbs per year. There are Webers to fit virtually on anything, but there are five or six main types which Chris supplies to the major racing teams, and services them as well, which is surely as important as the actual supply.



Chris Montague: Weber purveyor and G2 driver.

Chris Montague started his carb business in 1968, just across the road from where he and his father ran a motor electrical business. By then he had already been in racing for five years and had a number of contacts in racing. So he quickly built up his busi-

Chris Montague carburettors: Webers for all

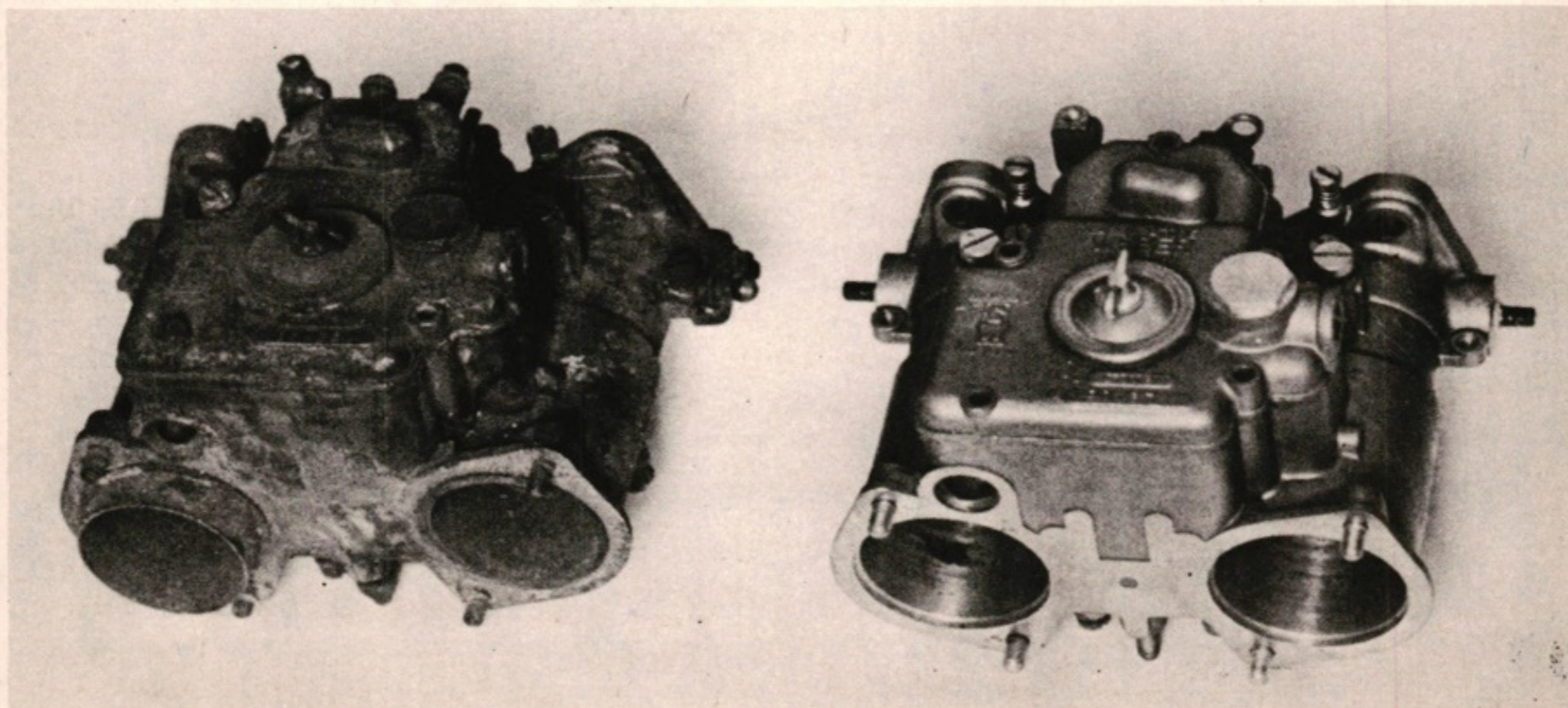
ness, and shortly after had agencies for Webers, Aley roll-over bars (for which he recently had reason to be thankful), Janspeed, and Pipers, as well as Bendix pumps; all of which he still sells, as well as his own Timavo inlet manifolds.

With so many Webers, and so many working parts per carb, this figure being around the 100 mark also, it is obvious that he has to hold a huge stock of spares. However, when dealing with such a small item as a carburettor these take up little room, and the endless jets, choke sizes, manifolds etc all take up but little space and the shop is fairly compact, although it will shortly be extended. This space factor takes a beating when dealing with the Aley roll bars which

are remarkably roomy items, and more space is devoted to them than the carbs. However, Montague says that a lot of sales are going their way because of the fact that 17 per cent of all sports cars in serious accidents turn over, so there's good reason for the trade. As mentioned earlier, Chris had good reason to be thankful of his own Aley roll bar when he overturned at the Easter Monday Thruxton meeting. It seems ironical that the last two *Tune-Ins* have involved people who had accidents at that meeting, but it is more ironical that the last time Chris had a prang, Bill McGovern did also, and they also started racing at the same meeting! Chris Montague also told me that neighbour Gerry Marshall's shunt was good for business! Despite the adver-



Below, the old and the new. Two 40DCOE's before and after the Montague cleaning process and baths. Above; the Mini after Montague had had a big one at the Easter Thruxton. The Aley bar, for which he is agent, had a lot to do with his survival.





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Tune in

tising for roll-over bars for Minis, Chris is also a firm believer that the Mini he races in Group 2 events is also good advertising for Weber carbs and the other components he supplies.

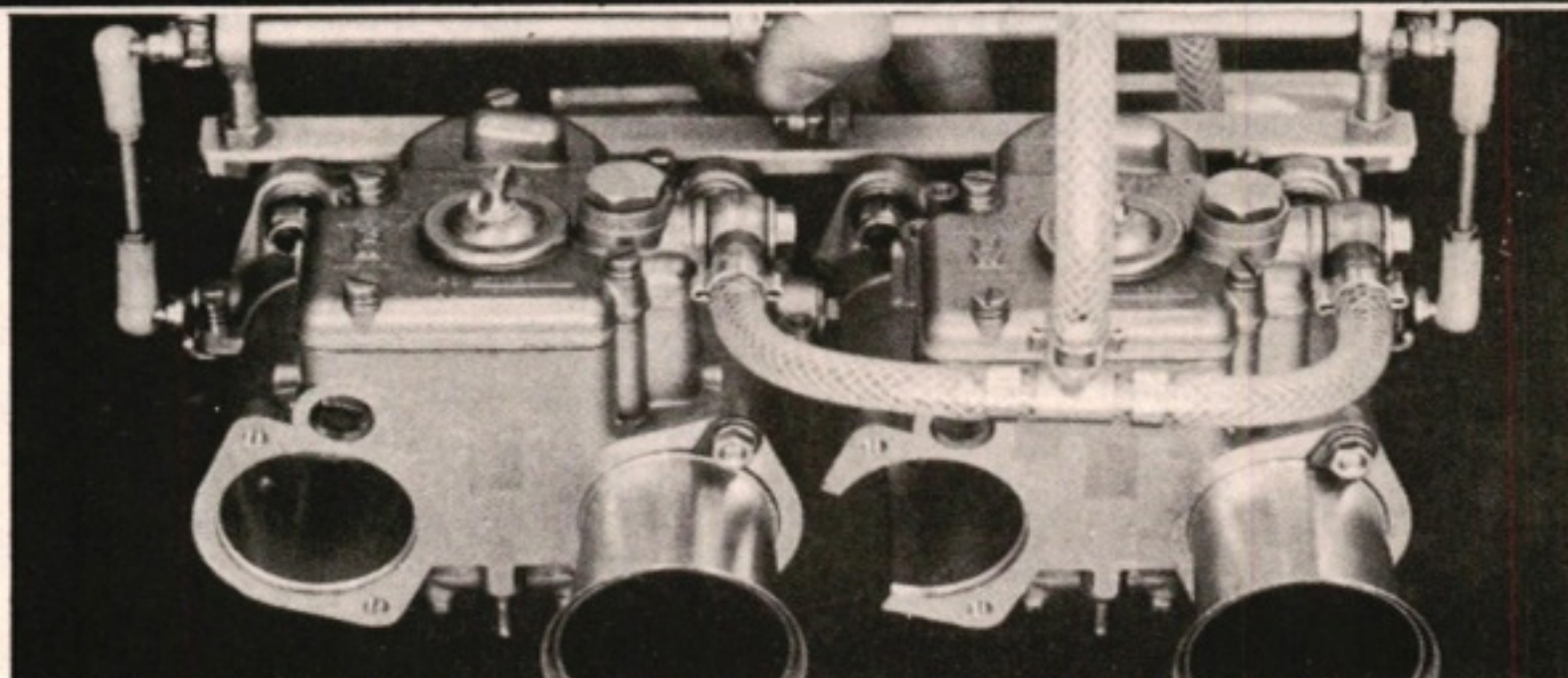
Which brings us to one of Montague carburetters specialities. Back in the 1960s when Minis were scooping up rally events in the same manner in which Alpine are now operating, British Leyland, or the British Motor Corporation as it then was, discovered that the Mini operated better with Weber carbs than the standard SU carbs fitted, but in order to stay legal, it was essential to keep the inlet manifold. This meant that one barrel of the 45 DCOE would have to be cut out and blocked up if the straight inlet duct was to be maintained. Consequently, two Webers adorned the Monte Minis, although only one half of each carb was working. Complicated stuff, but Chris Montague Carburetters still perform the unpleasant task of chopping up 45 DCOEs to do this Mini conversion. They will also supply any of the parts on the Chris Montague Group 2 car.

The most popular in the Weber range is the DCOE side-draught range and the 28/36 down draught carbs, with variations on all these. Even so, there is still a whole range of carbs right down to those fitted on the Fiat 500, while the range extends up to the 58 DCO, which is only built in batches and costs £135. Dave Brodie had two on his BDA, and at one time, Frank Gardner had four on the Camaro's V8.

Apart from the basic selling operation of the Webers which Chris supplies, there is always the factor of what they are going to be used for. The jet settings are obviously different for the split Webers on the Mini described earlier than those on a F5000 car. However, the setting chart is one of Chris Montague's most important possessions, because on this chart are hours and hours of researching, experimenting and testing. Chris' chart extends into the racing settings for many engines, which he has worked out with some of the engine builders currently on the racing scene whom he supplies. For this reason, Chris does not easily let this important information go, and there's no point in giving him a ring to enquire what setting he puts on Fred Nerks' F5000 carbs, because he won't tell you. However, if you give him the spec of your engine, and supply or buy the carb, he will set it up for you, at the same time seeing what is worn and what needs replacing. To give some idea of what's involved, there are 12 variables alone on choke sizes on DCOEs.

Some drivers consider their carb is worn when in fact it just needs the jets resetting. A carb is not often worn, in fact it usually becomes more blocked up than worn with deposits forming on the jets and blocking them. Webers, it appears, wear longer than either SUs or Strombergs. However, the setting process is not an expensive operation, despite the number of parts that may have to be replaced. Once the carb is received, the main, choke, air and idle jets are all reset and what needs replacing is replaced. The entire cost of this less parts is around £2, and for this, you have the benefit of Chris Montague's extensive setting chart and the carbs should be immediately right if you've told him the correct spec. Float settings are also altered as necessary.

The other Chris Montague service is that of overhauling carburetters. This is done because of the general muck that gets in the springs, jets and overall and is generally designed to get the carb working as efficiently as it should. The muck-ridding is mainly done in a number of chemical baths. Once the carb is stripped, which takes about an hour, there are four different baths into which the bits go. There is one for brass and one for aluminium, while the whole lot goes in one bath first anyway. If you've ever taken a carb to pieces,



The twin Weber conversion for Minis, with only one barrel operating on each 45 DCOE.

as I have, it is possible that you found white scale inside the float chambers etc. This is caused by the water in petrol, for while the petrol evaporates, the water leaves a scale as it does in a kettle, and this very often affects the efficiency of an engine. After the season is over, it is advisable to empty the carbs of petrol otherwise this scale could well build up, affecting the engine's performance at the beginning of the next season. Once the carb is stripped, the baths take up to three or four days, while another couple of hours is taken to rebuild it. The difference in appearance is quite substantial, and obviously, with a well used carb, the power difference is also probably quite considerable. This process costs around £8 without parts that need to be replaced, and Chris Montague and his staff do around 10 to 15 of these per week.

On the subject of fuel injection, and Chris should know about this driving a Porsche RS Carrera which has Bosch injection, he says that a carburettor engine should be just as efficient as fuel injection providing all the carb settings are right. Webers themselves

don't actually issue setting charts which is why Chris has to make up his own, although where Webers are supplied as standard on a production car the settings are specified. The only basic help that Webers give is with technical literature and publicity. Along with so many other purveyors of Italian goodies, presumably right down to the salami the workers work on, it is difficult to extract carbs and spares from Italy thanks to their customs situation.

When I suggested to Chris Montague that I thought to take apart a carburettor, which has so many parts, clean it all out over four days, and then rebuild it, all for around £8 was incredibly reasonable considering it was only just worth his while, he replied that they endeavour to keep their labour charges as reasonable as possible and that certainly is the way they seem. With carbs playing a most important part in the system, it would seem advisable to have them set and calibrated by someone who knows, and despite the number of carbs, many of whose parts are interchangeable, Chris Montague and his staff seem to know pretty well.

Hares at Goodwood

Hares, the Sussex-based South of England British Leyland chain, recently held an open day to show off the British Leyland range, at Goodwood. The obvious main intention was to allow the public to ride around the Sussex circuit in the 54 different British Leyland models that were on show, including a standard Allegro and Stage 1 tuned 1750 version, but they also laid on a phenomenal show which had the public through the gates in their thousands. One estimate went as high as 18,000 for the afternoon, and it was tremendous to see the banks thronging with people, Alan Cutler's tones ringing out over the circuit on the PA, and the car parks turned over to cars and not cows.

The day started with a display of the 54 British Leyland cars, although this did not represent the entire range, some of the Jaguars and Daimlers being missing. Leader of the display, however, was Stirling Moss in a 1899 Daimler from the Beaulieu Museum, and Moss figured prominently in the proceedings. Later in the day, he did a couple of laps in a 500 Cooper-Norton reliving his early days at Goodwood. Earlier he tried a couple of yards on a 5 in high bicycle for five pounds and reputedly, lost.

Other attractions included Dennis Priddle in Mister Six, complete with shutes, the 1500bhp engine ringing round the Downs; Tony Trimmer did a couple of laps in the Portobello F5000 McLaren while various go-karts were also demonstrated. The Dunlop Total Mobility tyre was burst on an XJ12

at approximately 85 mph with impressive results, while there were more turbo-charged Porsches in the national race for radio-controlled miniature cars than there were at Silverstone.

A number of stands were also sheltered from the occasional drizzle by tents, and one of these belonged to the BARC, who ran so many memorable meetings at Goodwood. It was adorned by scenes from Goodwood meetings, and included numerous shots of Moss at various stages in his career. Next door to them were Marlboro, with a simulated drive round Brands Hatch in a BRM, while there was another in the tent, together with a film show. British Leyland Special Tuning had provided the modified Allegro which had twin carbs and a revised exhaust manifold, and there were also hints on modifying their range of cars with Basil Wales officiating. British Leyland provided a marquee full of interesting cars, including the Appleyard Monte-winning Jaguar XK120, the Hopkirk Mini which scooped the same rally, and Rosemary Smith's World Cup Maxi, together with a couple of earlier models and cut-aways of the Rover V8 engine, and the Range Rover itself.

Finally, there was a goody tent which seemed thronged with people the entire time and must have done good business. Altogether, a very fine day, with an excellent atmosphere and lots to interest the entire family. Congratulations to Hares, and in particular, Nicholas Hare, their MD, for a fine day.

HUNTER GLS ROAD TEST REVIEW

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Hillman Hunter GLS four-door saloon, price £1,320, overdrive £60, including tax.

Engine: Four cylinders 81.5 mm x 82.5 mm (1725 cc); compression ratio 9.6 to 1; 93 bhp (net) at 5200 rpm; pushrod-operated overhead valves; two Weber twin-choke carburettors.

Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox, ratios 1.0, 1.296, 1.993, and 3.122 to 1; Laycock-de Normanville overdrive, ratio 0.803 to 1; open propeller shaft; hypoid rear axle, ratio 3.89 to 1.

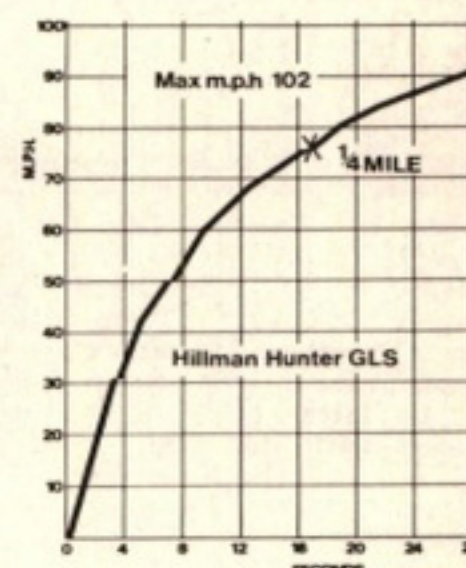
Chassis: Combined steel body and chassis; MacPherson independent front suspension with coil springs and anti-roll bar; recirculating ball steering gear; live rear axle on semi-elliptic springs with telescopic dampers; servo-assisted (disc front and drum rear) brakes; bolt-on Rostyle wheels 165 HR 13 radial ply tyres.

Equipment: 12-volt lighting and starting; speedometer, rev-counter, ammeter, oil pressure, water temperature and fuel gauges; heating, demisting and ventilation system with electrically-heated rear window; two-speed windscreen wipers and washers; flashing direction indicators.

Dimensions: Wheelbase, 8ft 2½ in; track, 4 ft 4¼ in; overall length, 14ft 0¼ in; width, 5ft 4 in; weight, 18½ cwt.

Performance: Maximum speed, 102 mph. Speeds in gears—direct top, 100 mph; overdrive third, 97 mph; third, 77 mph; second, 50 mph; first, 31 mph. Standing quarter-mile, 17.2 s. Acceleration—0-30 mph, 3.0 s; 0-50 mph, 7.0 s; 0-60 mph, 9.6 s; 0-80 mph, 18.4 s; 0-90 mph, 27.4 s.

Fuel consumption: 20 to 25 mpg.



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**SERVICE & SPARES, CRYPTON TUNING
AND GENERAL MAINTENANCE**

John Pearson is the hero

It was most regrettable that we inadvertently omitted Monday's BARC(Y) Championship meeting at Croft from our Bank Holiday preview as it was a splendid meeting marred only by a sadly dreary Formula Vee race and a highly controversial scrutineer's decision in the Tate FF Round. Highlight of the day, which also included free-fall parachuting and circuit rides to help amuse the large crowd, was a terrific performance from John Pearson (Jaguar XK120) to win the crowded Blue Circle/Northern Sports Cars (Scorton) mod-sports race; while after winning his class in the latter event, and breaking the class record with the Clan, Johnnie Blades went on to win the Libre finale with the ex-Fittipaldi/Moonraker Lotus 69. Pearson, Bruce Venn, Blades, Tony Charnell, and Jeremy Lord all broke their class records; but Pearson stands out as not only did he break the outright modsports record, but he also chopped no less than 2.6 s off Rhoddy Harvey-Bailey's class time.

Dramatically changing fortunes characterised the Tate Formula Ford Championship round, beginning with Graham Cuthbert (Lotus-Rowland 69F) being rather arbitrarily pulled off the grid with what was considered to be a bald tyre. John Simpson (Bacal Nike Mk 10) and Pete Clark (Wigley Crosslé 25F) shot away level, with Clark going ahead at Tower. The immaculate Crosslé drew away and looked to have the race in the bag, but then consternation! The scrutineer had also taken a disliking to one of Clark's tyres on the grid and the leader was black-flagged. As a real Barney started in the pits, a four-car gaggle now fought for the lead with Ted Payne (Ansa March 728) having Graham Hamilton's McDonald Shand Hawke DL2B clambering all over the March's gearbox while Stu Lawson's Hawke DL10 (which had been on the front row) and Simpson's pole-winning Nike awaited developments. On lap 10 Hamilton's efforts ended when he got too close and both leaders went off. Three laps later the Nike went rough and retired with an oil leak and Lawson's Hawke was left with a comfortable win, despite a cracked exhaust pipe. Tim Rathmell's smoothly driven Titan Mk 6 was a safe second ahead of another dice which had been slightly overshadowed by the leaders. George Mundell's Highland Racing Team Royale RP3A finally took the place from John Woodcock's Nike Mk 6, Colin MacLean's MRE 73F, Phil Barak's now more sorted Peter's Stores Special and Mick Starkey's Merlyn Mk 20A, which spun at the chicane on the last lap.

It must be questionable whether Formula Vees can justify their inclusion in a championship programme any more. Nine cars presented themselves for the VW(GB)Ltd round, and there was an astonishing speed differential between them. There was some excitement on the first lap as the Canon Vee Sport Team entries of Bruce Venn (Scarab) and Jeremy Hampshire (Austro) ran neck and neck. However, Venn soon drew away to win, breaking the class record in his visibly quicker machine. Peter Wimshurst's Vee Max was a steady third while two cars were lapped twice and one three times, in a 10-lap race!

The list of entries for the MN/Castrol Sports GT event looked distinctly promising, but unfortunately a host of non-starters reduced the field to 11. Particularly regrettable was the demise of Hank Candler's March 73S which hit the chicane in practice, damaging a front corner. With the Lotus 30 indisposed, John Markey appeared with a rather elderly Gropa-BMW under the Cronk Garages banner. Jeremy Lord won once again with the Minilite Lola T212, but for a time it looked as though he had a fight on his hands as Tony Charnell was going really well in the ex-Gibson Gropa-FVC, until a bad misfire set in and he pitted. Keith Norman then took over second place with his Daren-Martin Mk 3 V8 until he spun off irrevocably on the increasingly oily surface. In the closing laps, interest returned as Frank Aston's Astra,

which had sounded rather poorly early on, closed up on Markey (unlike the PA and everyone in the Press Box, the timekeepers had Markey a lap down). However, Markey held on to the end with Aston a very close third and John Calvert's smart Royale RP6 a lap behind in fourth place; but still a class winner.

Doug Niven sat on pole position for the Wendy Woods Special Saloon qualifier with his newly built-up 500 bhp mill in the Celtic Homes Boss Escort. Niven blasted away from Derek Huntley's Escort FVC and Bill Dryden's rasping 16-valve SMT Firenza. The latter stopped briefly after a lap with what looked to be a loose plug lead, but was later lapping faster than Niven, although out of contention. Despite misfiring towards the end, Niven held off a fierce challenge from Huntley. The big Minis were next and Eric Smith's Clubman fronted specimen outstripped the battling TSB and Birdsedge RD cars of John Watts and Roger Matthews, who finished in that order after both equalled the class record. Sixth place and the baby class fell to David Wragg's ingenious SCA-engined rwd Mini after an almost race-long battle with Norman Dickson's Sunbeam Imp ended when the latter car went very sick at the end and coasted across the line. Dave Muter (and everyone else) was most disappointed when fuel system bothers prevented the fearsome Beeswing turbocharged Mini from making its debut.

A packed grid of infinitely varied cars augured well for the modsports 15-lapper, and nobody could have been disappointed. Brian Hough's Tuscan outdragged John Pearson, John Absalom's Ginetta G4 and Jon Fletcher's Glazepa-backed Elan, with Johnnie Blades tagging on behind in the meteoric little works/Heron Furniture Clan. Hough was soon

overwhelmed, and in fact had fallen to a close fourth by lap four, as Pearson's Jaguar blared away in front. It was John's day and the "beast" has probably never gone better. Fletcher found a way past Absalom, and both were right there behind Pearson until Fletcher made a rare pit-stop to cure a stuck throttle linkage, thus handing second to Absalom. Hough seemed to get his second wind and caught up with Absalom again on lap nine, and passed the blue Ginetta the following lap, only to fall to fourth behind Blades after a moment somewhere. The TVR was back up to third by the end however.

Not all that far behind the leaders came Bob Jarvis with the Auto Enthusiast Magazine Davrian, with a recovering Fletcher sixth, and Jim Adamson (Steve Leech Plant Hire Ginetta G4) next ahead of Tony Williams's Team Ziebart Sprite, which was one of four Sprites which the scrutineers had decided was ineligible for awards or points. Although he was a lap behind, Ed Stephens won the two-car 3-litre class with the Alpine Double Glazing Tuscan. Rhoddy Harvey-Bailey appeared with a new motor in his Corvette but he was worried about high oil temperature all day and soon retired from the mid-field.

Finally, only 11 cars got away for the Libre/Clubman's event, for Ted Dzierzek's Twin Cam Hawke DL6A was rejected from the grid with an oil leak and front row man Bob Leckie (Brabham BT36-FVC) had to drive straight back to the paddock after pushers broke the aerofoil mountings! There was no question of Blades being beaten with the impressive Lotus 69, although there was too much oil about for really quick times. Poor John Lambert looked certain for a good second place with the Leda-Smith/Bartz/Chev LT22 but then he lost all his oil pressure when an oil pipe came adrift. There was still a scrap for second place though, with the seemingly inevitable Barry Joell defeating Dave Rees's slightly older U2 to win the Clubman's award.

CHRIS MASON

Jeremy Lord (right) was pressed hard for victory by Tony Charnell in the Castrol/MN race.



Tate Formula Ford Championship round (15 laps):
1. Stu Lawson (Hawke-Scholar DL10), 19 m 25.2 s, 81.10 mph;
2. Tim Rathmell (Titan-Titan Mk 6), 19 m 52.6 s;
3. George Mondell (Royale-Piper RP3A), 19 m 56.0 s;
4. John Woodcock (Nike-AVJ Mk 6), 19 m 57.4 s;
5. Colin MacLean (MRE-Scholar 73F), 19 m 58.0 s;
6. Phil Barak (Alexis-Sabre Mk 22B), 19 m 59.0 s.
Fastest lap: Rathmell, 1 m 15.6 s, 83.33 mph.
VW (GB) Ltd National Formula Vee Championship round (10 laps):
1. Bruce Venn (Scarab 73 Vee), 13 m 05.4 s, 80.21 mph;
2. Jeremy Hampshire (Austro Vee), 13 m 22.2 s;
3. Peter Wimshurst (Vee Max Mk 4D), 13 m 45.2 s;
4. Martin Woodman (Project 73 Vee), 14 m 13.8 s;
5. Rossi Ross (Austro Vee), 9 laps;
6. Douglas Copeland (Peco Vee), 8 laps.
Fastest lap: Venn, 1 m 16.6 s, 82.25 mph. (Record).
Motoring News/Castrol Sports GT Championship round (15 laps):
1. Jeremy Lord (1.6 Lola-FVA/Hart T212), 18 m 01.0 s, 87.42 mph;
2. John Markey (2.0 Chevron Gropa-BMW), 19 m 00.6 s;
3. Frank Aston (1.6 Astra-FVA RNRI), 19 m 01.2 s;
4. John Calvert (1.3 Royale-DBRE RP6TC), 14 laps.
Over 1650 cc: 1. Markey; 2. Tony Charnell (1.8 Chevron Gropa-FVC), no other finishers. **Fastest lap:** Charnell, 1 m 08.6 s, 91.84 mph. (Record).
1301-1650 cc: 1. Lord, 87.42 mph; 2. Aston; 3. Rees Martin (1.6 Sturdess-Ford TC). **Fastest lap:** Lord, 1 m 09.4 s, 90.78 mph. (Record).
Up to 1300 cc: 1. Calvert, 80.63 mph; 2. Les Aylott (1.3 Ardua-BDA Mk 3); 3. John Benefield (1.3 Royale-BDA RP17). **Fastest lap:** Aylott, 1 m 15.0 s, 84.00 mph.
Wendy Woods Northern Saloon Car Championship round (10 laps):
1. Doug Niven (5.0 Ford Boss Escort V8), 12 m 51.4 s, 81.67 mph;
2. Derek Huntley (1.8 Ford Escort-FVC/Abbott), 12 m 52.8 s;
3. Eric Smith (1.3 Mini-Cooper S), 13 m 05.4 s;
4. Joan Watts (1.3 Mini-Cooper S), 13 m 16.0 s.
Over 1300 cc: 1. Niven, 81.67 mph; 2. Huntley; 3. Bill Dryden (2.2 Vauxhall Firenza). **Fastest lap:** Dryden, 1 m 15.0 s, 84.00 mph.

1001-1300 cc: 1. Smith, 80.21 mph; 2. Watts; 3. Roger Matthews (1.3 Mini-Cooper S). **Fastest lap:** Smith and Matthews, 1 m 17.4 s, 81.40 mph. (Equals record).
Up to 1000 cc: 1. David Wragg (1.0 Mini-Cosworth SCA), 76.96 mph; 2. Norman Dickson (1.0 Sunbeam Imp); 3. Simon Davey (1.0 Mini-Cooper S). **Fastest lap:** Wragg, 1 m 19.6 s, 79.15 mph.
Blue Circle and Northern Sports Cars (Scorton) Modsports Championships round (15 laps):
1. John Pearson (3.8 Jaguar XK120), 18 m 57.6 s, 83.07 mph;
2. John Absalom (1.7 Ginetta-Ford G4), 19 m 07.8 s;
3. Brian Hough (5.4 TVR Tuscan V8), 19 m 23.4 s;
4. Johnnie Blades (1.0 Clan Crusader), 19 m 29.2 s.
Over 3000 cc: 1. Pearson, 83.07 mph; 2. Hough; 3. Mungo Clark (3.5 Morgan Plus 8). **Fastest lap:** Pearson, 1 m 13.8 s, 85.37 mph. (Record).
2001-3000 cc: 1. Ed Stephens (3.0 TVR Tuscan V6), 74.62 mph; 2. Andy Fraser (3.0 Marcos-Ford V6). No other starters. **Fastest lap:** Fraser, 1 m 22.0 s, 76.83 mph.
1151-2000 cc: 1. Absalom, 82.33 mph; 2. Jon Fletcher (1.8 Lotus Elan); 3. Tony Williams (1.3 Austin Healey Sprite). **Fastest lap:** Fletcher, 1 m 14.2 s, 84.91 mph. (Equals record).
Up to 1150 cc: 1. Blades, 80.82 mph; 2. Bob Jarvis (1.1 Davrian-Imp GT); 3. Jim Adamson (1.0 Ginetta-Felday G4). **Fastest lap:** Blades, 1 m 16.4 s, 82.46 mph. (Record).
Formule Libre and Clubman's Sports Cars (10 laps):
1. Johnnie Blades (1.8 Lotus-BDE 69), 11 m 41.4 s, 89.42 mph;
2. Barry Joell (1.6 Mallock U2-Holbay Mk 11B), 12 m 34.8 s;
3. Dave Rees (1.6 Mallock U2-Holbay Mk 11), 12 m 36.2 s;
4. Paul Brindley (1.6 Alexis-Ford Mk 12 TC), 9 laps.
Formule Libre Over 1600 cc: 1. Blades, 89.82 mph. No other finishers. **Fastest lap:** Blades, 1 m 07.2 s, 93.75 mph.
Formule Libre up to 1600 cc: 1. Brindley; 2. Peter Morrison (FF Crosslé-Steele 20F); 3. Danny Campbell (FF Hawke-Holbay DL2B). **Fastest lap:** Brindley, 1 m 19.2 s, 79.55 mph.
Clubman's Cars: 1. Joell, 83.47 mph; 2. Rees; 3. Roy MacNab (1.6 Gryphon-Holbay C73). **Fastest lap:** Joell, 1 m 13.2 s, 86.07 mph.



Frank Gardner leads Brian Muir during the early stages, but back markers later split them.

THRUXTON

Gardner supreme in G2; Marshall back in form

Story by BOB CONSTANDUROS Pictures by HUGH BISHOP

On the face of it, Monday's Group 2 race at Thruxton was statistically uninteresting, there being very few changes in class leadership while the race was the property of Frank Gardner in the SCA Camaro from the middle of the first lap onwards. Brian Muir chased Gardner hard during the first laps until back markers put him out of touch, a blown head gasket putting him farther behind. The drama really unfolded when one realised that Gardner was stuck in one gear and that in his efforts to stay ahead, great holes were appearing in the rubber of the front tyres and the rubber was lifting off the base. Coupled with a lap record 1.6 s inside his own existing one, this feat highlights what a fantastic drive it was. Dave Matthews followed Muir home, the Broadspeed Capri, being entirely healthy at the end, while Dave Brodie led home the 2-litres. Peter Hanson had the next class well under control, with Jim Burrows scoring a steady win in the up to 1000 cc after Bill McGovern retired the Bevan Imp with carburation problems.

Organisation, in the hands of the BARC, was excellent, but their supporting races were mixed. Gerry Marshall came out of convalescence to win a special saloon race, and the same driver challenged Richard Jenvey in the Sprite all the way in the modsports race until retirement. Ray Mallock took a very poorly supported Formula Atlantic race after David Purley's retirement, while Roger Manning scored a well deserved win in the Wella for Men round after erratic challenges from Peter Harrington. Anthony Hutton and John Harper mixed their Lister Jaguars for 10 laps, Harper taking the honours.

ENTRY & PRACTICE

Practice was divided into two half hour sessions on race day, one of which turned out to be dry with a huge rainstorm at the end, and also abbreviated because of flying activity on the circuit, while the second was damp to begin with, the track drying on line towards the end. There were three non-starters, Chris Parsons' and Chris Montague's Minis not being ready, while the David Howes Javelin was the third, allowing reserves Holloway (Imp) and Dawkins (1.3 Mini-Cooper S) into the race.

Sitting on pole, having been out early in the dry first session, sat Brian Muir in the BMW Alpina CSL, now sporting a 3.3 engine, built in Germany by the Gartlan team in conjunction with Alpina and reputedly giving 360 bhp. Springs and brakes had also been altered, the result being a 1 m 24 s, 0.8 s inside Gardner's record and 2 s quicker than his Easter time. Gardner himself set a 25 s in both wet and dry sessions, the 7.0 SCA Camaro sporting a new air dam, rather than a spoiler, which had been tested at Silverstone, while the roll bar settings had also been changed and the shockers too. The engine had been back to demon Chevrolet man Alan Smith for a rebuild, its first in five races, while there had also been a respray following a shot

blasting at Zolder.

Completing the front row was Dave Matthews in the Broadspeed Capri with a 26.6 s set in the first session. Matthews was running a new engine built by Weslakes and giving out a reputed 327 bhp which is roughly what the German works cars give out, while Ralph Broad has a spare which is giving another five bhp on top of that. Stiffer springs and dampers were also in use, while another diff went in between sessions.

Quickest of the 2 litres was Jonathan Buncombe's Racing Services engined car with a 28.0 s, sharing the row with the Norman Reeves' similar car of Dave Brodie on 28.6 s. Brodie's car had done around 270 miles of testing since its last appearance at Thruxton, and despite cutting out round the back of the circuit a couple of times, he was happy with the car.

Next row saw the quickest of the 1.3 class with Peter Hanson on 30.6 in the second practice session, despite handling checks. On one side of him was Terry Sanger in his 4.7 Camaro, while on the other was Vince Woodman's similarly classed car on 31.2 s, both his and Rouse's car suffering from fuel-starvation similar to Brodie, except more serious. Gill Fortescue-Thomas came next in the works 1.3 Escort on 34.0 s in the wetter session, followed by 2.0 man Lawrie Hickman in the

Gerry Edmonds Escort on 34.4 s.

Les Nash was the next car up and quickest of the up to 1000 cc cars, the Imp recording a 36.4 s. Bill McGovern made his racing return to the circuit which laid him off for a few days over Easter in a brand new George Bevan-built Imp, being next up in the class with a 37.6 s, although he too suffered fuel surge problems which were soon cured by a Bevan-tweaked Cocoa tin as an intermediary "tank." Notably far back was Andy Rouse's Broadspeed prepared VWM 2.0 Escort whose fuel surge problem was especially bad and he only completed two timed laps. Andy Holloway lost an Imp wheel without any great dramas, and had it all together for the race.

RACE

At the start, there was some doubt about the weather, and a number of cars fitted up intermediates, these being West Countrymen Woodman and Rouse who should know. The Barbarians followed suit, as did Jon Mowatt, Bill McGovern and Les Nash, but they were all to be proved wrong, while Sanger needed a new front tyre after the warming-up lap, starting late from the pit road. The front row took off in order with Brodie fourth and, by the complex, Muir was still out in front, followed by Gardner, Matthews, Lawrie Hickman and Brodie, while Les Nash retired off the grid without any drive and Buncombe and Mike Drinkwater (1.3 Morris-Cooper S) had a moment at Cobb, Drinkwater retiring on the spot.

Round the back of the circuit, the 7.0 of Chevrolet power got on the road, and Gardner was through to lead Muir, Matthews, Brodie, Hickman, Rouse, Hanson and Mowatt, who was splitting up the Fords in the 1001 cc to 1300 cc class battle. Next time round and Gardner was perhaps 2 s away from Muir, with Hickman beginning to challenge Brodie, and Mowatt losing out on his class placing to Gill Fortescue-Thomas and Vince Woodman. Terry Sanger was beginning to power his way through the field, being 15th on the first lap, 11th on the second, and eighth on the third, reaching seventh on the fourth, having overtaken the Hanson/Fortescue-Thomas/Woodman battle. By lap five, the leaders began to get in amongst the backmarkers, and it was this that really let Gardner away. Every time it was Muir's turn, a gremlin forced him to lose two or three seconds, and gradually the leading gap widened. At the end of lap eight, Hickman retired to the pits with oil leaking from the seal, and no oil pressure, leaving second in class to Rouse, behind Brodie.

In the tiddlers class, McGovern had been in his customary position, fairly closely pursued by Jim Burrows' Mini, but on lap eight, the Mini came by on its own, the Imp in the pits with a bolt missing from a Weber, and its race run. In the next class up, Gill Fortescue-Thomas dropped out of second in class behind Hanson with a bearing run, after an oil pump had failed during practice, the bearings possibly being damaged before the start of the race. Some surprise this, as over 200 pumps had been supplied, and this was the first faulty one. This left Gardner some 15 s ahead of Muir, Brodie next up with Rouse not far away and Sanger in sixth, last of the unlapped after 12 laps. Hanson led Woodman in the 1001 cc to 1300 cc class, with first Paul Burt's Mini and then Mini Miglia ace Mick Osborne's similar Rapfast sponsored car, next, Burt retiring with a blown head gasket. Burrows was in charge of the tiddlers, with Holloway and Goodwin travelling in close company, next.

Remarkably, perhaps, that's exactly how they stayed for 23 laps until the end. Muir was 17.4 s behind Gardner at the end, both cars having had their problems. The latter had been stuck in top for almost the entire race, and in his efforts had completely ruined his front tyres, leaving great holes in the tyre where the rubber had lifted from the base. The inside of the car was covered in oil from the box, and it is to the driver's credit that despite all this, he stayed ahead of

Muir, and set fastest lap of 1 m 23.2 s to break his own record by 1.6 s, at 101.94 mph. Muir had his problems too, a head gasket blowing towards the end, while Matthews was only 3.2 s away, the car perfect, although the tyres were of too soft a compound and the rubber was beginning to move on the base.

Brodie was next lapped on lap 24, and with fuel surge problems, the car cutting out in the section round the back for much of the race, but another lap would have cut it out for ever, there being no fuel left. Rouse too had fuel surge problems, even losing out to team-mate Woodman, who was chasing Hanson, all three cars being on intermediates. Mick Osborne had been a good third in class behind Hanson and Woodman, but was overhauled by Oli Thatcher (1.3 Ford Escort) who seemed to get involved in everyone else's battles. Osborne retired losing oil, so Thatcher finished third in class with faulty exhaust. Burrows came home a jubilant first in the smallest class, followed by Ivor Goodwin and Jeremy Bean who overcame Andy Holloway for third. Sanger had had to have another front tyre on lap 13, going down to 15 from sixth, but climbing up to eighth on my chart but not in results. Not a great race, but certainly one to keep interest awake in this class of racing.

SUPPORTING RACES

Proceedings started with a modsports race with a medium entry, and Gerry Marshall having summoned enough strength, despite three cracked ribs, to put the Victor Raysbrook 1.6 Elan on pole with the supercharged 1.8 Mini Jem and 1.3 Midget of Ian Hall and Richard Jenvey respectively beside him. It was Marshall at the start, but by the complex, Jenvey had it from the Elan, John Miles' 1.6 Turner, Robin Gray's Lawrencetune 3.5 Morgan Plus 8 and Mike Gidden's 1.0 Clan. Marshall got by Jenvey momentarily next time round, and finally did it at the Chicane next time. Jenvey got by a couple of times round the back, only to be retaken, with Marshall shutting the door very firmly when it came to overtaking thoughts at the Chicane. It wasn't until lap eight that Jenvey finally did it, and one lap later, Gerry retired to the pits with the car stuck in third gear. John Miles therefore bought the Turner home second, with Gray fourth, being chased hard by James Mehew's 3.8 Jaguar E, which had overcome the Clan of Gidden.

Next race was for special saloons and who should be sitting on pole again but the poor invalid, Gerry Marshall in the Thames 2.3 Firenza. One person he didn't have to contend with was Brian Cutting, whose 3.0 Martin-engined Escort had a wire come off the coil on the grid, there being insufficient time to repair it before the start. It was John Turner's IAS Life and Mortgage Broker BRM-engined 2.0 Escort who led from the line, with Richard Longman's ever growing 1.4 Mini with Marshall third. Longman had gone by the complex, while Turner was also overhauled so Marshall led lap one. So it was until the fourth lap when it suddenly became Turner, Longman, Marshall, with both Turner and

Marshall suffering oil pressure problems. Marshall tried the Jenvey trick on both sides at the Chicane, but he finally got the lead back on lap seven and pulled away to a 1.6 s win from Turner, with Longman but 0.4 s behind. Behind Joe Russell's 1.8 Escort which was next came 851 cc to 1000 cc winner, Ray Payne in the Hartwell Imp, while next came John Coundley in the 1.3 Austin Cooper S, winner of the next class up, after Bernard Morley pulled off from fourth losing power.

Despite offering the same prize money as a BP Atlantic round, and 20 laps of the circuit, the poor BARC had a mere eleven cars out of an entered 22 turn up for the race, and then two of these non-started the race. Not all of the non-starters were because of the Brands Yellow Pages round the day before, but suffice it to say that after David Purley retired the March from first position, it wasn't very interesting. Purley led off the line with Ray Mallock's similar Chequered Flag-sponsored car second, and by the end of the first lap, these two had already pulled out somewhat of a lead over Robert Salisbury's Bob Gerard-entered Surtees and John Wingfield's Brabham. The field lost one on the first lap when Robert Cooper went, and so Mallock and Purley continued, with Salisbury and Wingfield pulling away from Jim Murdoch and Stephen Choularton, while John Leep's Chevron went with a puncture and Jack Paterson continued miles behind. Each continued his own private battle, Salisbury dropping oil all over Wingfield which kept the Brabham driver busy wiping his visor. Half distance saw the demise of the previous day's Brands victor. Round the back of the circuit, the car lost power and Mallock was through, coming up the hill, a cloud of smoke indicated a rod through the side of the Lec engine, and so it was all over. Everyone held their positions, except Choularton, who went with the engine losing power, so five finished.

A rather motley collection of Historics came out for ten laps after the Group 2 cars, the entry suffering from eight non-starters out of 20 entries, the former including the Cooper Metals entries of a Lister Jaguar and an Aston Martin DB3S. The Forward Enterprises Lister Jaguars of John Harper and Anthony Hutton tried to make a race of it, with Harper leading four laps and at the finish, Hutton leading the rest. Third throughout was Chevron driver Chris Appleby in a smokey Lotus 17.

Final race of the day was a Wella For Men Formula Ford round, and was probably the best race of the day over a generous 15 laps although entries were slightly limited as this was a National meeting, and not everyone had the right licences. Leading lights were Roger Manning's Air Call-sponsored Elden and Peter Harrington's Archer and Sharpe Cougar, Harrington having only his second ever visit to the circuit. At the off, it was Motor advertising rep (they get everywhere, don't they) Ric Morris' old Hawke DL2B from Manning and Nick Foy's Brabham BT18/21. By the end of the first lap, it was Manning from Harrington, Morris, Barry Hopwood's Brabham BT21, Ted Wentz's works Elden and Foy. By lap two, Harrington was in contention with Manning, and looking slightly hairy with it. Morris was on his own, while Wentz was leading the close

bunch of Hopwood, Foy and Roy Klomfass' Royale RP16. Farther back, a good dice was in progress between Tony Thorpe, Doug Wood, Richard Fletcher-Jones and Bill Isted, until the latter spun out of it at the Chicane. With Harrington still chasing Manning, Wentz had slowly pulled himself out of his bunch and taken Morris for third. Morris tried to get it back with a demon outraking manoeuvre at the Chicane, but he locked up going much too fast, straight through the arrow telling him which way to go, and some of the way up the bank, leaving the Hawke not badly damaged, but that little bit older. Next lap saw Harrington outbrake Manning for the Chicane, spin right in front of him so that the two were stationary facing one another. Only Harrington could move, executing a U turn in the middle of the Chicane, and then proceeding to chop off the innocent Manning as he continued innocently on his way. Harrington's lead didn't last long, for he was taken up the hill next time round, and then spun on the penultimate lap at Cobb, when Manning braked a little later than normal and Harrington couldn't make it. The sensible Wentz was then rewarded with second with Klomfass 1.0 s later in third. Harrington recovered to be fourth, with Foy, who spun at Village next, and Hopwood, nose asquiff and two revolutions at the Chicane to his credit as well as numerous moments, sixth.

RAC British Touring Car Championship, round 4, 35 laps

1. Frank Gardner (7.0 Chevrolet Camaro), 50 m 05.4 s, 98.11 mph;
 2. Brian Muir (3.3 BMW CSL), 50 m 22.8 s;
 3. David Matthews (3.0 Ford Capri RS2600), 50 m 26.6 s;
 4. Dave Brodie (2.0 Ford Escort), 34 laps;
 5. Peter Hanson (1.3 Ford Escort GT), 33 laps;
 6. Vince Woodman (1.3 Ford Escort RS1300), 33 laps;
 7. Andy Rouse (2.0 Ford Escort RS1600), 33 laps;
 8. Oli Thatcher (1.3 Ford Escort), 31 laps;
 9. Gordon Dawkins (1.3 Mini-Cooper S), 31 laps;
 10. Barry Johnson (1.3 BLMC Cooper S), 31 laps.
- Over 2000 cc class: 1. Gardner, 98.77 mph; 2. Muir; 3. Matthews; no other classified finishers. Fastest lap: Gardner, 1 m 23.2 s, 101.94 mph (record).
- 1301 cc to 2000 cc class: 1. Brodie, 94.88 mph; 2. Rouse; no other finishers. Fastest lap: Brodie, 1 m 27.2 s, 97.27 mph.
- 1001 cc to 1300 cc class: 1. Hanson, 90.87 mph; 2. Woodman; 3. Thatcher; 4. Dawkins. Fastest lap: Hanson, 1 m 30.8 s, 93.41 mph.
- Up to 1000 cc class: 1. Jim Burrows (1.0 BLMC Mini), 85.50 mph; 2. Ivor Goodwin (1.0 Sunbeam Imp Sport); 3. Jeremy Bean (1.0 BLMC Mini); 4. Andy Holloway (1.0 Sunbeam Imp). Fastest lap: Melvyn Adams (1.0 Sunbeam Imp), 1 m 37.0 s, 87.44 mph.
- Modified Sports cars over 3000 cc, 2001 cc to 3000 cc; 1151 cc to 2000 cc, up to 1150 cc (10 laps): 1. Richard Jenvey (1.5 MG Midget), 15 m 24 s, 91.79 mph; 2. John Miles (1.6 Turner-Ford Mk 3), 15 m 50.4 s; 3. Robin Gray (3.5 Morgan Plus 8); 16 m 05.2 s; 4. James Mehew (3.8 Jaguar E), 16 m 06.6 s.
- Over 3000 cc class: 1. Gray, 87.87 mph; 2. Mehew; no other finishers. Fastest lap: Mehew, 1 m 34 s, 90.23 mph.
- 1151 cc to 2000 cc class: 1. Mike Westminster (2.6 Austin Healey 100/M), 76.90 mph; no other finishers. Fastest lap: Westminster, 1 m 42.8 s, 82.51 mph.
- 1151 cc to 2000 cc class: 1. Jenvey, 91.79 mph; 2. Miles; 3. Ian Hall (1.8 Mini Jem); 4. Des Keech (1.8 Marcos 1600 GT). Fastest lap: Gerry Marshall (1.6 Lotus Elan), 1 m 30.6 s, 93.62 mph.
- Up to 1151 cc class: 1. Mike Gidden (1.0 Clan Crusader), 87.26 mph; 2. Gleny Atkins (1.1 Austin Healey Sprite); no other starters. Fastest lap: Gidden, 1 m 35.4 s, 88.91 mph.
- Special saloon cars over 1300 cc, 1001 cc to 1300 cc, 851 cc to 1000 cc, up to 850 cc (10 laps); overall and over 1300 cc class: 1. Gerry Marshall (2.3 Vauxhall Firenza), 15 m 22 s, 91.99 mph; 2. John Turner (2.0 Ford-BRM Escort), 15 m 23.6 s; 3. Richard Longman (1.4 BL Mini), 15 m 24 s; 4. Joe Russell (1.8 Ford Escort), 16 m 11 s. Fastest lap: Marshall, 1 m 27.4 s, 97.04 mph.
- 1001 cc to 1300 cc class: 1. John Coundley (1.3 Austin Cooper S), 85.21 mph; 2. Bill Abbott (1.3 Morris Cooper S); 3. Colin Sinclair (1.3 Morris Cooper S). Fastest lap: Bernard Morley (1.3 Austin Cooper S), 1 m 33.2 s, 91 mph.
- 851 cc to 1000 cc class: 1. Ray Payne (1.0 Hillman Imp), 87.17 mph; 2. Peter Monkhouse (1.0 Hillman Imp); 3. John Schneider (1.0 BLMC Mini). Fastest lap: Payne, 1 m 35.6 s, 88.7 mph.
- Up to 850 cc class: 1. David Lewis (850 BLMC Mini), 71.82 mph; no other starters. Fastest lap: Lewis, 1 m 56.2 s, 72.99 mph.
- Formula Atlantic (20 laps): 1. Ray Mallock (March-Swindon 73B), 26 m 02.8 s, 108.54 mph; 2. Robert Salisbury (Surtees-Hart TS15), 26 m 22.2 s; 3. John Wingfield (Brabham-Wingfield BT40), 26 m 30.4 s; 4. Jim Murdoch (Tui-Smith BH2), 27 m 11.6 s; 5. Jack Paterson (Wimhurst-Cosworth), 16 laps; no other finishers. Fastest lap: Mallock, 1 m 15.6 s, 112.19 mph.
- Historic road/sports cars up to 1600 cc and 1601 cc to 2600 cc and historic sports racing cars up to 2000 cc and over 2000 cc (10 laps): 1. John Harper (3.8 Lister Jaguar), 16 m 30.4 s, 85.21 mph; 2. Anthony Hutton (3.8 Lister Jaguar), 16 m 36.4 s; 3. Chris Appleby (1.1 Lotus 11), 18 m 31.6 s; 4. Simon Phillips (2.0 Frazer Nash Le Mans), 9 laps.
- Road sports cars up to 1600 cc class: 1. Eric Studer (1.6 Porsche Speedster), 71.68 mph; 2. Edgar Valentine (1.6 Porsche 356); 3. John Lucas (1.5 Porsche 356). Fastest lap: Studer, 1 m 54.4 s, 74.14 mph.
- Road sports cars 1601 cc to 2600 cc class: 1. Phillips, 74.84 mph; 2. D. O. Beates (2.0 AC Ace); 3. Richard Bostock (2.0 AC Ace). Fastest lap: Phillips, 1 m 50.6 s, 76.69 mph.
- Sports racing cars up to 2000 cc class: 1. Appleby, 76.30 mph; no other starters. Fastest lap: Appleby, 1 m 47.4 s, 78.97 mph.
- Sports racing cars over 2000 cc class: 1. Harper, 85.21 mph; 2. Hutton; no other starters. Fastest lap: 1 m 37.6 s, 86.90 mph.
- Wella for Men Formula Ford round (15 laps): 1. Roger Manning (Elden-Piper Mk 10), 22 m 35.8 s, 93.83 mph; 2. Ted Wentz (Elden-Piper PH10), 22 m 29.8 s; 3. Roy Klomfass (Royale-Byrne RP16), 22 m 30.8 s; 4. Peter Harrington (Cougar-Scholar 73F), 22 m 44.6 s; 5. Nick Foy (Brabham-Longman BT18/21), 22 m 47.4 s; 6. Barry Hopwood (Brabham-Holbay BT21), 23 m 00.8 s. Fastest lap: Harrington, 1 m 27.4 s, 97.04 mph.

David Purley leads Ray Mallock prior to the engine putting a rod through the side.



INTERNATIONAL NEWS

Alpines leading

Renault Alpine have extended their lead in the World Rally Championship for Makes, after Jean-Luc Therier's convincing win on the Acropolis Rally. Alpine will not be contesting the next round of the championship, the Polish Rally over 12th to 14th July though Fiat, after gaining points on the Acropolis, will be sending two cars for Paganelli/Russo and Warmbold/Todt. Achim Warmbold might also be driving the Finnish 1000 Lakes Rally for Fiat and could be even busier as it is rumoured Renault Alpine may wish his services for the Austrian Alpine if BMW do not enter.

1, Renault Alpine, 92 points; 2, Fiat, 46; 3, Citroën 33; 4, Datsun 22; 5, Saab 20; 6, Ford 16; 7, Volkswagen 14; 8, Lancia and Peugeot 13; 10, Porsche 8.

Mehta for NZ

Safari winner Shekhar Mehta will be heading the Datsun team entry in the Heatway International Rally (New Zealand, July 7-12) with a Datsun 180B. Co-driver will be Wayne Jones of Auckland. The second car in the Datsun team will be a 1600 SSS for Australian driver Bob Johnson (5th in '71 Heatway) with navigator Dave Johnson who partnered Andrew Cowan in the '71 rally. New Zealand racing driver, Leo Leonard, will be driving the third car which is to be a 1200 Sunny. Co-driving for Leonard will be Neil Cruickshank of Tauranga.

This year's Heatway looks like being by far the best yet and with another internationally famous entry, of Hannu Mikkola

and Jim Porter giving additional prestige. Inclusion in the World Rally Championship for Makes looks certain for '74, the Heatway this year being the reserve event of the series.

World Cup Rally

Route plans for the UDT World Cup Rally 1974 are not as advanced as we anticipated in indicating that the route may pass through any part of India. As yet the Rally Committee have not determined the route and will wait until diplomatic negotiations and the reconnaissance are completed before any announcement will be made.

Those wishing more serious enquiries should address their questions to the Administration Office, PO Box 6, London SW1W 9EX. Telephone 01-730 0104. Many enquiries have already been received from proposed private entrants, first in the field being Mr J. T. J. Martin of Westerham, Kent who, with two other stalwarts of the Martin family, entered a Rolls-Royce Silver Cloud in the 1970 London to Mexico event.

2 Litre Celica

Ove Andersson's co-driver for the BNU Rally will be Arne Hertz. Jean Todt, who was to have accompanied Andersson is unable to make the start as there is too little time after Le Mans where he will be working for BMW. Andersson's Toyota Celica will be a new factory prepared car, of two litres capacity.



Chris Sclater with Bob de Jong finished seventh on the Acropolis.

A clutch change for the Nicolas/Vial Alpine near Volos.



Rally drivers are beaten

The absence of Roger Clark at the Ford Sport day at Brands Hatch last Sunday proved to be the big disappointment of the day. Clark was billed to take part in the rally drivers meet racing drivers Consul GT race. The interesting spectacle of Gerry Marshall and Roger Clark duelling on equal terms never materialised. Marshall was at the circuit, though pain from his injuries received from his recent rally accident prevented the DTV driver from participating. Illness prevented Roger Clark from appearing.

It turned out to be a sad showing for rally drivers—their image must have slipped further in the eyes of motor racing enthusiasts. First rally driver home was Tony Pond, in sixth position. Up and

coming drivers, Mexicanen Russell Brookes and Bob Bean, were nowhere in the race. Brookes plugged round steadily to finish 11th, though a poor result it was better than arch rival Bean who was lapped by Gillian Fortescue-Thomas after an incredible number of spins, enough to shame any self-respecting rally enthusiast. Porsche Carrera driver, Harold Morley, managed 12th place. We sorely needed Roger Clark at Brands Hatch last Sunday. If form is repeated on the Avon/Motor Tour of Britain it would seem unlikely that we can look forward to a win from a conventional rally driver on this event. AUTOSPORT's report of the Ford Sport race meeting begins on page 39 of this issue.



Brand new car for Jimmy Rae

Starting at number 10 on the Scottish will be current Scottish Rally Champion Jimmy Rae driving an all-new Escort RS1600. Entered by Ford Rallye Sport Dealers, Frews of Perth, the new car, replaces their two-year-old RS1600 which was substantially damaged on the Granite City

Rally. The new TES 55K, built component-by-component new—not a resurrection of the old rally car—will be sold later this year to make way for another new car for the '74 season. Frews car will run with a 1700 cc engine for the rest of this year, a 2-litre planned for next year.

2nd Tyreman Rally

The "2nd Tyreman" special stage rally, promoted by Bournemouth Motor Club is the second such event from Bournemouth MC and is scheduled for Sunday, July 15. Sponsored by The Tyremen, Bournemouth with support from Esso the rally will have 14 stages of varied surfaces linked by relaxed road sections with a 10 mph average to avoid the possibility of complaints from quick road driving. Stage distance will be 23 miles with 60 link miles. Over maps 177 and 178, the start will be at 10.30 am from the Cricket, St Thomas Wild Life Park with the finish at Spetisbury Manor.

Triple 'C' positions

Positions in the "Cars and Car Conversions" Clubmans Rally Championship at the end of the first half are as follows: 1, Richard Iliffe 34. 2, Bob Chapman 26. 3, John Daker 22. 4, Reg Mullenger 19. 5, David Ewles and Ian Wilson 15. 7, Malcolm Wise 14. 8, Richard Acres 13. 9, David Stokes 11. 10, Tony Drummond 10.

Of 29 Welsh Rally starters registered as Triple C contenders, 18 were classified as finishers. The next event counting for points will be the SCC of Norfolk's Lancia Pointer Midsummer Stages Rally on June 3rd.

Special stage

AUTOSPORT guide to the Scottish

—COMPLETE GUIDE TO THE RALLY

By their own admission, the Scottish is a Rally that is different. This year's international is the 29th held to date, an event which like the RAC Rally has progressed through a period of being a glorified run for touring cars in the adventurous age of motoring, through to its present position as one of the toughest forest rallies in the calendar. It is certainly harder on cars than the RAC, being held in mid-summer when the weather is unable to take the edge of harshness off the tracks. It is gruelling in a deceiving way, for it seems such a simple exercise that only when adversity strikes can crews appreciate where the real challenge lies. Until recently it was really a forest endurance rally, with the winner being measured in hours as opposed to seconds ahead of the opposition, and only in the past couple of years has the reliability of competing cars enabled drivers to make it more of a race. Last year a puncture could have dropped you several places. Five years ago you could incur a maximum penalty on a stage without loss of position.

An unusual feature of the rally is the super-friendliness of the organisers. If you read the regulations you might think the rally was more of an initiative test for the tourist industry than a rally—and indeed it is! The rally could be held in half the time and without half the hotel

bill, but that would take away much of the holiday spirit that the rally enjoys. A few years ago they reduced the number of day runs by one, and this was a sufficient compromise for most people.

The rally counts, like the Circuit of Ireland and now the Welsh, for the Drivers section of the European Rally championship, but it has attracted, as usual, a lot more foreign interest. Of the foreign entries, only Hannu Mikkola, Shekhar Mehta and Per Inge Walfridson offer serious competition. This year a couple of stages have secret locations: this is to deter spectators from blocking the approach roads, and a lot of the route is banned to servicing, which will save service cars as well as competing cars from disturbing the ordinary tourist traffic. Three stages are tarmac with all the rest being classic forest sections, and one a series of tracks on estate roads on the outskirts of Glasgow. The great interest will lie in whether Roger Clark can beat Hannu Mikkola, the one great Scandinavian he has never beaten. Last year Hannu was the only man to match Clark's speed, and won. On the RAC Rally, Hannu's engine split its block in the early stages, and Roger went on to win. The general wish of the other competitors is that these two will drive each other into the ground, and give someone else a chance to gain the glory! —M.H.



The favourites? — Roger Clark and Jim Porter Escort RS1600.

TELEPHONE INFORMATION NUMBERS

Your rally information telephone numbers for the Scottish Rally: **031-246 8061**—this is the "Scotsman" Dial-a-Rally service. The Post Office were impressed with the volume of calls last year so there are more lines this time. Reports start on Sunday at 3 pm and will be repeated at 3 hour intervals until 9 pm. On Monday, Tuesday and Wednesday the reports will start at 9 am and will be up-dated every 3 hours thereafter.

Aviemore 422—This number is the public information 'phone

operated from the press room at Aviemore. Feature of this service is the innovation of a "real live person" at the other end, in place of the more standard tape recording. Anybody who 'phones will be given the latest situation at the head of the field plus any available information about later numbers of their interest. The news, at such an early stage cannot be very comprehensive but will include whether the car is still running at the last official count, where it was placed, if it had any maximums on the stages and where it retired if applicable.

TOP 50 . . .

1	Hannu Mikkola/John Davenport Ford Escort RS1600	24	Roy Fidler/Barry Hughes Chrysler Avenger GT
2	Roger Clark/Jim Porter Ford Escort RS1600	25	Peter Clarke/Tony Mason Ford Escort RS1600
3	Shekhar Mehta/Martin Holmes Datsun 240Z	26	Colin Malkin/Robbie Lyall Hillman Avenger GT
4	Chris Sclater/Mike Greasley Ford Escort RS1600	27	"Speedy" Gonzales"/Mogens Boesgaard BMW 2002 Ti
5	Adrian Boyd/Beatty Crawford Ford Escort RS1600	28	Tony Pond/Miss Frances Cobb Ford Escort RS1600
6	Andrew Cowan/Johnstone Syer Ford Escort RS1600	29	Alasdair Robertson/John Lindsay Saab 96
7	Per Inge Walfridson/John Jensen Volvo 142	30	Ted Moorat/Gordon Fleming Ford Escort RS1600
8	Mike Hibbert/Henry Liddon Ford Escort RS1600	31	Bob Bean/Alan Greenwood Ford Escort Mexico
9	Robert McBurney/Norman Smith Volkswagen 1303	32	Gunnar Johansson/Jan-Erik Johansson Saab V4
10	Jimmy Rae/Robert Wilson Ford Escort RS1600	33	Harold Morley/Peter Bryant Ford Escort
11	Will Sparrow/Nigel Raeburn Vauxhall Firenza 2.3	34	Noel Smith/Ian Turkington Ford Escort RS1600
12	Tony Fowkes/Bryan Harris Ford Escort RS1600	35	Miss Rosemary Smith/Miss Pauline Gullick Ford Escort RS1600
13	John Haugland/Arild Antonsen Skoda 120S	36	Bob Hourihan/Doug Woods Datsun 1800 SSS
14	Drew Gallacher/Ian Muir Ford Escort RS1600	37	Stig-Arne Larsson/Ake Flivving Saab V4
15	Robin Eyre-Maunsell/Neil Wilson Sunbeam Imp Sport	38	Alasdair Findlay/Frew Bryden Ford Escort RS1600
16	Billy Coleman/Donal O'Sullivan Ford Escort RS1600	39	Valdermar Hultberg/Roland Edwards-son Saab 96 V4
17	Bill Taylor/Ian MacIver Ford Escort RS1600	40	Peter McDowell/A. N. Other Opel Ascona
18	Colin Grewer/Philip Welsh Volvo 122S	40	Alan Conley/Crawford Dunn Hillman Avenger GT
19	Jan-Erik Carlsson/Sven-Riber Gustavsson Opel Rallye Kadett	42	Ian Milne/Jim Thornburn Ford Escort RS1600
20	Paul Faulkner/Monty Peters Ford Escort RS1600	43	David Stewart/T. L. Marshall Ford Escort
21	Donald Heggie/George Dean Clan Crusader	44	Paul Appleby/Keith O'Dell Ford Escort Mexico
22	Mats Andersson/Roland Antmarker Saab V4	45	Eric Aaby/Egil Moreite Opel Ascona
23	Jeff Churchill/Roger Jones Ford Escort RS1600	46	John Bloxham/Richard Harper Hillman Avenger
		47	Peter Thompson/Moss Isley Vauxhall Firenza
		48	Mike Jackson/Chris Cammeck Ford Escort RS1600
		49	Willie Crawford/David Hodges Ford Escort RS1600
		50	Jim Robson/Peter Grant Ford Escort RS1600

SCOTTISH INTERNATIONAL RALLY SPECIAL STAGES

Stage	Reference Start	Finish	Arrival time	
			40mph	30mph
1	Location withheld		09.54	10.32
2	Location withheld		10.10	10.54
3	Drumjohn 73/345894	73/359848	11.47	11.48
4	Baluntin 73/362820	73/330809	11.54	11.57
5	Kirroughtree 1 73/437652	73/442668	12.06	12.13
6	Kirroughtree 2 73/462687	73/469696	12.19	12.31
7	Bennan 73/550748	73/571681	13.11	13.39
8	Cairn Edward 73/579691	73/580736	13.33	14.09
9	Glen Muck 67/551007	67/517014	14.07	14.55
10	Dundeugh 73/600888	73/608889	14.13	15.02
11	Laurieston 73/665655	73/647655	14.52	15.55
12	Glengap 73/667650	73/643602	15.31	16.46
13	Solway 74/844592	74/852595	16.36	16.54
14	Mabie South 74/929694	74/913695	18.27	18.36
15	Mabie North 74/919716	74/945707	18.42	18.56
16	Ae 1 74/962942	74/979906	19.20	19.47
17	Ae 2 74/963925	74/970900	19.33	20.04
18	Twigless 69/204955	75/208946	20.14	20.59
19	Castle O'er 69/235954	69/244950	21.10	22.13
20	Craik 69/361153	69/341085	21.22	22.29
21	Elbank & Traquair 69/384373	69/369366	21.38	22.50
22	Cardrona 69/307370	69/294377	Monday, 4th June	
23	Glenfress 62/264403	62/288404	01.03	01.15
24	Devilla 55/970875	55/941904	01.39	02.02
25	Carron 61/717833	54/672856	02.15	02.50
26	Achray 54/532013	54/514059	02.38	03.20
27	Loch Ard 54/513998	54/527988	03.40	04.43
28	Erskine 60/477694	60/472698	06.46	07.06
29	Rest & Be Thankful 53/240063	53/2291073	07.11	07.40
30	Strachur 53/108008	53/120981	07.17	07.48
31	Loch Eck High 53/123975	53/150926	07.27	08.01
32	Glenfinnart 53/144927	53/165906	07.39	08.17
33	Benmore 59/190827	59/172818	07.49	08.30
34	Loch Eckside 53/140869	53/116974	08.32	09.27
35	Ardgartan 53/260044	53/300061	10.47	10.57
36	Glenlyon 47/466366	47/455415	11.56	12.30
37	Craigvinean 49/989474	49/006418	12.09	12.47
38	Ladywell 49/017418	49/027416	13.43	13.48
39	Strathardle 49/135512	49/103534	14.08	14.21
40	Kindrogan 49/058625	49/040630	14.42	15.06
41	Blair Castle 48/844662	48/822664	14.53	15.21
42	Tummel 48/767637	48/799603	Tuesday, 5th June	
43	Garbole 28/7501249	28/693312	08.29	08.39
44	Meall Mhor 28/714373	28/754353	08.47	09.03
45	Glenurquhart 27/449298	27/413296	09.37	10.10
46	Creag-nan-eun 36/456192	36/446178	10.17	11.02
47	Port Clair 36/404174	36/390110	10.24	11.12
48	Glengarry 36/283013	36/281007	12.14	12.18
49	Mandally 36/301007	36/301988	12.19	12.25
50	Clunes 36/275956	36/204886	12.26	12.34
51	Glenloy Cancelled		13.06	13.28
52	Glenrigh 46/047664	46/025636	13.28	13.58
53	Leanachan 35/149774	36/219784	14.56	15.55
54	Inshriach 37/861060	37/877064	Wed., 6th June	
55	Monaughty 29/115578	29/110572	09.04	09.25
56	Teindland 29/295570	29/275518	09.44	10.18
57	Ordiequish 29/336534	30/365545	10.00	10.40
58	Whiteash 30/381560	30/380597	10.08	10.51
59	Monaughty 29/158586	29/110566	11.35	11.44
60	Culbin 29/987606	29/976604	11.59	12.16

NOTE: Special stage arrival times are calculated for hypothetical car number zero. 30mph time is standard speed set for rally. 40mph times indicate earliest possible arrival time at any point.

Cosmic -they separate the men from the toys!



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SILVERSTONE

MGs' annual outing

The MG Car Club's annual beanfeast at Silverstone has an atmosphere all of its own. It's not so much a race meeting as a full weekend's get-together of enthusiasts for the *marque* starting on the Saturday with a couple of High Speed Trials, a series of scratch and handicap races, a dance and barbecue in the evening and *concours d'elegance* together with driving tests on the Sunday.

The high speed trials commenced the activities on the circuit and unusually there was a spate of retirements in the first few minutes of the first trial, Mike Zimmerman's N-type in what appeared to be awfully deep trouble, followed immediately by Stuart Dean's TA. Nolan Pitts was intent on discovering all the different lines round Woodcote in his nicely turned out Cooper S, albeit on the way to a special award. Doug Harris' little blown PB and Peter Fontes' modsports Sprite like-

wise covered the extra laps to the special award. The second half-hour trial fielded another mixed batch, from hillclimber Jeremy Hunt's pretty U2 Mk 11 Clubman's car to Syd Beer's delectable Jacobs Midget; both these cars gained special awards together with Ron Gammons' TC (making a first appearance for a year or two at Silverstone), Rob Haigh's full-house MGA, Richard Ward's Midget, Andy Forbes' Sprite and Peter Catt's Midget.

The first race proper was part of a handicap event for the Triplex Trophy, in two heats and a final. The standard of handicapping reached an all-time high at this meeting and the mathematician who worked it all out was the bane of the unfortunate lap-scorers with the whole field seemingly crossing the line like rush-hour at Hyde Park Corner, as Barry Simons succinctly put it. Chris Edwards managed to forge his way to the front in

his nice TC to finish just ahead of a howling bunch with Nolan Pitts carving his way up to second place, displacing Pat Smith's Ginetta G4 in Woodcote just before crossing the line. The second handicap in the Triplex event gave scratch man Jeremy Hunt a deserved win in the U2 after overtaking a huge field of cars. Peter Catt's Midget finished second with, once again, a conglomeration of bustling cars converging on Woodcote on the last lap to the embarrassment of the timekeepers.

The five-lap handicap for pre-1955 MGs fielded a fine selection of pre- and post-war models. Peter Cranage's beautifully prepared NA/NE Magnette with a handsome, racey pointed-tail body howled its way up through the field, just managing to avoid being caught by the grim-looking Ron Gammons who just displaced Mike Dowley's very Brooklands looking M-type, Mike Stanley's PB and Alastair Naylor's immaculate perambulating advertisement for the Northern MG specialist's wares.

The MGA race, first of the few scratch races, saw the timekeepers sipping iced drinks

LLANDOW

Allan Parfitt is rewarded

Allan Parfitt is one of Wales' perennial triers, and it was good to see consistency rewarded when he moved ahead in the Welsh Motor Racing Championship at Llandow on Monday. Unlucky was Len Brammer, borrowing a car from Eric Grove, who was prevented from defending his lead in the points table when the engine went sick half way through the first saloon car race. Bryan Sharp (Merlyn Mk 24) relinquished his lead in the BRSCC (SW) Formula Ford Championship to the flying Peter Orlando (Merlyn Mk 17). Despite a dismal start, a goodly crowd enjoyed nine races in sunshine.

The day began with a number of regretted practice calamities, one of which had put paid to Keith Messer's F1200 device. The Formula 1200 class started the ball rolling, as Mike Taylor in TT drove everyone else into the ground. Looking good in second place was Chris Bristow who brought the Allan 3C up from fifth. U2s were next up, lapped albeit, in the hands of Barry Bartlett and Rex Greenslade.

The Mini Miglia race saw Phil Spurling go ahead in the championship table driving the Oselli Mini. Some way back in next place was Dudley Fisher from Eric Grove. The Mini Seven race was a Chris Tyrrell (Calbrook Mini) benefit. Second throughout was Norman Finn's Castrol Mini while third place went to Graham Wenham after a fighting drive in the Blydenstein Mini.

The two saloon races saw the 850s race with the 1300s, and the 1-litre racing the heavy metal. The bigger brethren were the first to run, with the dark green 1.6 Unibrass Escort of Dave McCloy always to the fore. Running in a new engine was second man John Morgan (Jaguar Mk 1), while two praiseworthy drives came from Allan Parfitt and George Constantine, both in 1-litre Minis. The second saloon race saw Ken Bowen (Everwarm Mini 850) break a rocker arm. But the man from Swansea, having been led initially by Dave Williams (1.3 Hornet), had to give best in a struggle with Phil Jones (1.3 Mini). Williams' challenge aborted on the sixth lap when the fan belt came off, while Bowen spluttered to the finish in second.

The Formula Ford race, qualifying for the BRSCC (SW) Championship, entailed two 10-lap heats with the first nine in each going through to the 20-lap final. The stylish winner of the first heat, Terry Richards (Merlyn Mk 11A), set a new record for the class which was to remain intact. The challengers, Bryan

Sharp (Merlyn Mk 24) and John Brunner (Merlyn Mk 17), were accordingly dealt with. The second heat had the Palliser WDF2 of airline pilot Peter White leading Peter Orlando's Merlyn Mk 20A until half distance, when Orlando got by and away. The final soon saw us without Richards following a kerfuffle at the Elbow. Sharp and Orlando set to, with Sharp ever on the receiving end, as he was at the chequered. White was a cool third in the elderly Palliser, while fourth place man Clive Power (Dulon MP15) had great problems with Colin Mock (Lotus 69F), triumphing none the less. A couple of spins saw the exciting MRE-Rowland of Roger Orgee farther back than one would expect.

A libre race rounded off the day, with Peter Deal (Brabham BT21) leading as he pleased from the Formula Fords of Terry Richards, Clive Power and John Brunner.

JONATHAN PRICE

Formula 1200 race (15 laps): 1, Mike Taylor (Tetranychus Telarius); 2, Chris Bristow (Allan 3C); 3, Barry Bartlett (U2 Mk 11B); 4, Rex Greenslade (U2 Mk 6).

Mini Miglia (15 laps): 1, Phil Spurling (Mini); 10 m 58.8 s, 81.97 mph; 2, Dudley Fisher (Mini); 11 m 4.4 s; 3, Eric Grove (Mini); 11 m 5.0 s; 4, M. Walsh (Mini); 11 m 23.0 s. Fastest lap: Fisher, 42.4 s, 84.91 mph.

Formula Ford, heat 1 (10 laps): 1, Terry Richards (Merlyn-Scholar Mk 11A); 6 m 28.2 s, 92.74 mph; 2, Bryan Sharp (Merlyn-Rowland Mk 24); 6 m 29.2 s; 3, John Brunner (Merlyn-Rowland Mk 20); 6 m 34.2 s; 4, Jeremy Rossiter (Dulon-Panther LD9); 6 m 44.8 s. Fastest lap: Richards, 37.2 s, 96.77 mph (record).

Formula Ford, heat 2 (10 laps): 1, Peter Orlando (Merlyn-Longman Mk 17); 6 m 31.8 s, 91.88 mph; 2, Peter White (Palliser-Rowland WDF2); 6 m 32.0 s; 3, Clive Power (Dulon-Rowland MP15); 6 m 43.8 s; 4, Ian Moore (Dulon-Rowland LD9). Fastest lap: Orlando and White, 38.2 s, 94.24 mph.

BRSCC (SW) Formula Ford Championship round (20 laps): 1, Orlando, 12 m 56.0 s, 92.78 mph; 2, Sharp, 12 m 57.8 s; 3, White, 12 m 58.2 s; 4, Power, 13 m 15.2 s; 5, Colin Mock (Lotus-Davron 69F); 13 m 21.6 s; 6, Roger Orgee (MRE-Rowland); 19 laps. Fastest lap: White, 37.6 s, 95.74 mph.

Saloon cars, 851 to 1000 cc and over 1300 cc (15 laps): 1, Dave McCloy (1.6 Ford Escort); 10 m 19.8 s, 87.12 mph; 2, John Morgan (3.8 Jaguar Mk 1); 10 m 37.2 s; 3, Allan Parfitt (1.0 Mini-Cooper S); 10 m 40.0 s; 4, George Constantine (1.0 Mini-Cooper S); 10 m 46.4 s. **Over 1300 cc:** 1, McCloy; 2, Morgan; 3, Allan Edwards (1.6 Ford Anglia); 10 m 56.8 s. Fastest lap: McCloy, 40.2 s, 89.55 mph.

851 to 1000 cc: 1, Parfitt; 2, Constantine; 3, Peter Keik (Mini-Cooper S); 14 laps. Fastest lap: Parfitt, 41.8 s, 86.12 mph.

Mini-Seven race (15 laps): 1, Chris Tyrrell (Mini); 2, Norman Finn (Mini); 3, Graham Wenham (Mini); 4, Andy Devine (Mini).

Saloon cars, up to 850 cc and 1001 to 1300 cc (15 laps): 1, Phil Jones (1.3 Mini-Cooper S); 10 m 39.8 s, 84.90 mph; 2, Ken Bowen (850 Mini); 10 m 52.6 s; 3, Barry Reece (850 Mini); 11 m 10.4 s; 4, Miss Sue Whiteman (850 Mini); 13 laps.

1001 to 1300 cc: 1, Jones; no other finishers. Fastest lap: Jones, 41.4 s, 86.96 mph.

Up to 850 cc: 1, Bowen; 2, Reece; 3, Whiteman. Fastest lap: Bowen, 41.6 s, 86.54 mph.

Formula Libre (15 laps): 1, Peter Deal (1.6 Brabham-Ford BT21); 9 m 21.2 s, 96.22 mph; 2, Terry Richards (1.6 Merlyn-Scholar Mk 11A); 9 m 42.0 s; 3, Clive Power (Dulon-Rowland MP15); 9 m 50.0 s; 4, John Brunner (Merlyn-Rowland Mk 20); 9 m 52.0 s. Fastest lap: Deal, 36.2 s, 99.46 mph.

N.B. Some race results incomplete at time of going to press.

Monday Silverstone Results

STP Formula Ford Championship heat one (7 laps): 1, Roger Bruce-White (Dulon-Rowland MP15); 8 m 22.8 s, 80.59 mph; 2, David Heale (Dulon-Rowland LD9); 3, Mike Young (Merlyn-Scholar Mk 24); 4, Patrick Neve (Merlyn-Scholar Mk 24); 5, James Murray-Willis (Mirage-Rowland M5); 6, Glenn Eagling (Lotus-Holbay 61). Fastest lap: Heale, 1 m 8.6 s, 84.39 mph.

Modified sports cars, up to 1150 cc, 1151 to 1300 cc, 1301 to 2000 cc, 2001 to 3000 cc and over 3000 cc (10 laps): 1, Brian Mills (3.7 Jaguar E); 11 m 34.6 s, 83.34 mph; 2, Brian Wilson (4.7 AC Cobra); 3, Ted Reeve (1.4 MG Midget); 4, Malcolm Beer (1.3 MG Midget); 5, Bryan Litherland (1.6 Lotus Elan); 6, John Cotton (2.5 TVR Tuscan).

Up to 1150 cc: 1, David Beresford (1.1 MG Midget); 12 m 41.2 s, 76.05 mph; 2, Mike Donovan (1.1 MG Midget); 3, John Spalton (Austin-Healey Sprite). Fastest lap: Donovan, 1 m 12.6 s, 79.74 mph.

1151 to 1300 cc: 1, Beer, 11 m 40.2 s, 82.67 mph; 2, David Blackwell (1.3 Austin-Healey Sprite); 3, David Stallwood (1.3 Austin-Healey Sprite). Fastest lap: Beer, 1 m 8.2 s, 82.88 mph.

1301 to 2000 cc: 1, Reeve, 11 m 37.0 s, 83.05 mph; 2, Litherland; 3, John Collins (1.8 Elva Courier). Fastest lap: Reeve, 1 m 7.2 s, 86.14 mph.

2001 to 3000 cc: 1, Cotton, 11 m 52.8 s, 81.21 mph; 2, Reginald Woodcock (2.2 Triumph TR3); 3, John Miller (2.5 Daimler SP250). Fastest lap: Cotton, 1 m 9.0 s.

Over 3000 cc: 1, Mills; 2, Wilson; 3, John Pearson (3.8 Jaguar XK120). Fastest lap: Brian Murphy (3.8 Jaguar E); 1 m 5.8 s, 87.98 mph.

STP Formula Ford championship, heat two (7 laps): 1, John Murphy (Hawke-Scholar DL10); 7 m 42.2 s, 87.67 mph; 2, Chris Woodcock (Merlyn-Rowland Mk 20A); 3, Frank Hopper (Royale-Vegantune RP16); 4, Ian Berisford (Palliser-Rowland WDF3); 5, Geoff Lees (Alexis-Sabre Mk 18B); 6, Richard Hawkins (Titan-Titan Mk 6). Fastest lap: Berisford, 1 m 4.0 s, 90.45 mph.

Esso Uniflo Special Saloon Car Championship race, 1001 to 1300 cc and 851 to 1000 cc (10 laps): 1, Briggs (1.3 Mini-Cooper S); 11 m 25.6 s, 84.43 mph; 2, Sedric Bell (1.0 Mini-Ford); 3, Bob Fox (1.3 Mini-Cooper S t/c); 4, Eric Cook (1.3 Mini-Cooper S); 5, Trevor Cook (1.0 Ford Anglia); 6, Martin Sellicks (1.0 Mini-Cooper S).

851 to 1000 cc: 1, Bell; 2, T. Cook; 3, Sellicks. Fastest lap: Bell, 1 m 8.4 s, 84.63 mph.

1001 to 1300 cc: 1, Briggs; 2, Fox; 3, E. Cook. Fastest lap: Briggs, 1 m 7.84 s, 85.89 mph.

Tricentrol Car Group Clubman's Formula Championship race up to 1000 cc, 1001 to 1600 cc (10 laps): 1, Frank Sytner (1.6 Mallock U2-Holbay Mk X1B); 10 m 4.8 s, 95.71 mph; 2, Terry Cockerell (1.6 Mallock-U2-Holbay Mk X1B); 3, Sid Marler (1.6 Gryphon-Holbay C73); 4, Peter Evans (1.6 Access-Holbay 7X); 5, Richard Cresswell (1.6 Phantom-Holbay); 6, Ian Phillips (1.6 Gryphon-Holbay C72).

Up to 1000 cc: 1, Martin Young (1.0 Mallock U2-Lucas Mk X1B); 10 m 56.4 s, 88.19 mph; 2, Dave Rudkin (1.0 Mallock U2 Mk X1B); 3, Del Bevans (1.0 DRW Spyder). Fastest lap: Young, 1 m 3.8 s, 90.73 mph.

1001 to 1600 cc: 1, Sytner; 2, Cockerell; 3, Marler. Fastest lap: Sytner, 59.6 s, 97.13 mph.

Brooklands Society Trophy handicap race (5 laps): 1, Mike Allison (1.3 MG Magnette); 7 m 30.8 s, 67.19 mph; 2, Charles Mann (2.6 Alfa Romeo Monza); 3, Humphrey Collis (4.3 Alvis Speed 20 SPL). Fastest lap: David Llewellyn (24.0 Bentley Napier); 1 m 13.0 s, 79.30 mph.

STP Formula Ford championship round, final (15 laps): 1, John Murphy (Hawke-Scholar DL10); 16 m 31.4 s, 87.59 mph; 2, Ian Berisford (Palliser-Rowland WDF3); 3, Chris Woodcock (Merlyn-Scholar Mk 20A); 4, Mike Young (Merlyn-Scholar Mk 24); 5, Frank Hopper (Royale-Vegantune RP16); 6, Graham Eikington (Royale-Brown RP16). Fastest lap: Berisford and Bill Burley (Royale-Scholar RP16); 1 m 4.8 s, 89.33 mph.

Esso Uniflo Special Saloon Car Championship round, up to 850 cc and over 1300 cc (10 laps): 1, Mick Hill (4.7 Boss Capri V8); 10 m 34.8 s, 91.19 mph; 2, Tony Hazlewood (4.3 Daf-Bullock/Rover V8); 3, Tony Strawson (4.7 Ford Falcon Sprint); 4, Bob Torrie (1.8 Ford Escort RS); 5, Bill Cox (6.2 Ford Capri-Chevrolet); 6, Peter Bennett (1.6 Ford Anglia).

Up to 850 cc: 1, Monty Guildford (850 Mini); 9 laps; 2, Mike Odell (850 Hillman Imp); 3, Charles Berstein (850 Mini). Fastest lap: Odell, 1 m 12.8 s, 79.52 mph.

Over 1300 cc: 1, Hill; 2, Hazlewood; 3, Strawson. Fastest lap: Hill, 1 m 2.0 s, 93.37 mph.

Jaybrand Racewear Formula Libre Championship round (10 laps): 1, Bobby Bell (5.7 BRM-Chevrolet P83); 9 m 43.0 s, 99.29 mph; 2, Allen Kariberg (1.6 March 712M); 3, Jim Charnock (1.6 Brabham BT30); 4, Philip Guerola (1.8 Brabham BT30); 5, Alex Seldon (1.6 Brabham BT30/36); 6, Steve Malins (1.6 Brabham BT21A). Fastest lap: Bell, 56.8 s, 101.92 mph.

Tune in



A trio of MG TDs, led by Roger Peters, enjoy the sunshine at Silverstone.

and relaxing for the first time. Rob Haigh's MGA Special, making its first appearance at Silverstone, is a much modified, widened and lowered model with full-race MGB motor. Nevertheless it was the superb special-bodied Le Mans Coupé MGA of Bob McElroy which held the lead into Becketts on the first lap only to lose out on traction out of the hairpin and settle for second to the modsports car for the rest of the race. Peter Boorman's B-engined hardtopped car kept well ahead of Vic Ellis despite a certain lack of finesse which led the driver to waste a lot of time sideways at Becketts. The race quickly developed into a procession after Dave Rylands retired his Twin Cam.

The race for Bs and Midget/Sprite models produced more fireworks, Malcolm Trewhitt's much sprinted MGC leading as far as Becketts only to be passed on braking by Phil Axon's Taurus MGB and Ian Polley's MGB. Trewhitt wasn't able to get on terms with the Bs again and was pestered by the unwanted attentions of Bill Wood's modsports Midget, going like the wind and ahead of Jim Thacker in the famous old ex-Alex Poole frog-eye Sprite. This spent much of its race with Richard

Budd's beautiful prototype Sprite Coupé. Mick Merrill's Sprite and Barry Sidery-Smith's extremely pretty ex-Bunce B had a long tussle with Jim Loveday's well-raced B.

The T-type race was real vintage stuff, best described by reading the finishing order: Dave Clewley, Gerry Brown, Nick Taylor, Glyn Giusti, Ron Gammons, Pete Creswell, Alastair Naylor and Chris Jones all finished in two squabbling groups of four, Clewley heading the first clump and Gammons the second, both groups fighting hugely amongst themselves in a fashion reserved more for F3 races than 30-year-old sports cars. Three seconds covered the first four cars at the finish and 1½ s covered the second group! Roger Best was ahead of the unmodified cars in his open-piped TD, finishing 10 s ahead of his nearest rival, Roger Shadbolt's TB, with best-newcomer Roger Peters next.

The Triple-M handicap was won by Doug Harris's neat PB which went so well in the first trial. It was followed home by Geoff Coles' superb J4 replica of the Hamilton TT-winning car. Andy McLennan, who works on the UOP project racing cars for his living, was relaxing with his astonishing special-

bodied N-type, the fabulous straight-six 1300 cc OHC motor being blown at half an atmosphere and turning over at 6000 rpm. This car is driven by Andy with great verve, as anyone at the last Crystal Palace will remember, and win or lose, Andy is well worth watching. Pete Catt won the MG Championships handicap 10-lapper which caused one or two lap-scorers to expire. Nolan Pitts won the Triplex handicap final in his Cooper S, followed at length by Hunt's U2 and David Hall's vigorously driven BMW 2002 Tii

ROBIN REW

Triplex Trophy handicap (5 laps): 1, Christopher Edwards (MG TC), 7 m 32.4 s, 65.42 mph; 2, Nolan Pitts (Mini-Cooper S); 3, Patrick Smith (Ginetta G4); 4, Douglas Thompson (Mini-Cooper S). **Fastest lap:** Pitts, 1 m 13.6 s, 78.65 mph.

Triplex Trophy handicap (5 laps): 1, Jeremy Hunt (U2-Ford), 6 m 52.6 s, 84.48 mph; 2, Peter Catt (MG Midget); 3, David Hall (BMW 2002); 4, Jim Pattullo (Mini-Cooper S). **Fastest lap:** Hunt, 1 m 5.0 s, 89.06 mph.

Pre-1955 MG handicap (5 laps): 1, Peter Cranage (MG NA/NE), 7 m 39.0 s; 2, Ron Gammons (MG TC); 3, Mike Dowley (MG M-type); 4, Michael Stanley (MG PB). **Fastest lap:** Andy McLennan (MG N), 1 m 16.6 s, 75.57 mph.

MG Midget/Austin-Healey Sprite and MG B/MG C race (5 laps): 1, Phil Axon (MG B), 5 m 58.4 s, 80.76 mph; 2, Ian Polley (MG B), 5 m 59.2 s; 3, Malcolm Trewhitt (MG C), 6 m 7.0 s; 4, Bill Wood (MG Midget), 6 m 7.4 s.

MG B/MG C class: 1, Axon; 2, Polley; 3, Trewhitt; 4, Barry Sidery-Smith (MG B), 6 m 17.2 s. **Fastest lap:** Axon, 1 m 10.2 s, 82.46 mph.

MG Midget/Austin-Healey Sprite class: 1, Wood; 2, James Thacker (Austin-Healey Sprite), 6 m 11.8 s; 3, Richard Budd (Austin-Healey Sprite), 6 m 14.0 s; 4, Mick Merrill (Austin-Healey Sprite), 6 m 15.6 s. **Fastest lap:** Wood, 1 m 12.0 s, 80.40 mph.

MG T-type race (5 laps): overall and class B: 1, Dave Clewley (MG TC), 6 m 35.2 s, 73.24 mph; 2, Gerry Brown (MG TC), 6 m 36.6 s; 3, Nick Taylor (MG TB), 6 m 37.6 s; 4, Glyn Giusti (MG TB), 6 m 38.2 s. **Fastest lap:** Giusti, 1 m 16.8 s, 75.37 mph.

Class A: 1, Roger Best (MG TD), 7 m 12.2 s, 66.20 mph; 2, Roger Shadbolt (MG TB), 7 m 27.8 s; 3, Roger Peters (MG TD), 7 m 47.0 s; 4, Martin Prutton (MG TF), 7 m 53.8 s. **Fastest lap:** Best, 1 m 25.8 s, 67.47 mph.

Triple-M Register handicap (5 laps): 1, Doug Harris (MG PB), 7 m 29.0 s, 65.19 mph; 2, Geoff Coles (MG J4); 3, David Sharp (MG M); 4, Michael Stanley (MG PB). **Fastest lap:** Andy McLennan (MG N), 1 m 16.2 s, 75.79 mph.

MG Championships handicap (10 laps): 1, Peter Catt (MG Midget), 12 m 33.4 s; 2, Phil Axon (MG B); 3, Robert McElroy (MG A Twin Cam); 4, Peter Creswell (MG TC). **Fastest lap:** Axon, 1 m 9.2 s, 83.65 mph.

Triplex Trophy race (10 laps): 1, Nolan Pitts (Mini-Cooper S), 12 m 11.6 s, 77.0 mph; 2, Jeremy Hunt (U2-Ford), 12 m 17.2 s; 3, David Hall (BMW 2002), 12 m 24.0 s; 4, Peter Fontes (Austin-Healey Sprite), 12 m 26.2 s. **Fastest lap:** Hunt, 1 m 2.6 s, 92.47 mph.

Brookes' Hereford win

Russell Brookes and John Brown had a trouble-free run in their Brooklyn Garages-entered Escort Mexico recently and easily won Herefordshire MC's Hereford Evening News Rally. In second place, over 4 m behind, was the similar car of Bryan Thomas and Derek Tucker, while third place went to Frank Pierson and Tony Beddoes in their Pierstune Escort RS1700. One of the surprises of the rally was the eighth place taken by the Escort Mexico of Pat Burke and Terry Thorp. Burke is in fact Andrew Holbrow's brother-in-law and was on his first ever rally.

Although not qualifying for either the C/MN or Mexico Championships, several of their regular contenders were entered, presumably trying to increase their tally of points in either the BTRDA, Welsh or Midland series. The rally, which was only about 160 miles in length because of the limited hours of darkness, was held mainly in the Welsh border country on the edges of maps 128 and 129. The weather could hardly have been worse as it poured with rain all night long and made the lanes very slippery, and to add to that there was fairly thick mist on much of the high ground.

On the run-out to the first competitive section, which was north east of Kington, Dai Roderick (Escort RS) had to stop and change a plug but it was hardly worth him bothering as he retired before TC2 when a leaking water pump was found to be the reason for excessive overheating. On the early sections there were many instances of

baulking by both locals and spectators and several crews lost time due to this.

The first of the three selectives was a 14-minuter just east of Knighton and showed Brookes fastest on 2.35 ahead of Thomas on 2.45 and Holbrow on 3.07. Shortly after this several crews had slight moments on a slippery right hander just before a wooden bridge. Nicholas' Anglia GT was one to leave traces of contact with a stout post there, as the piece of bodywork left behind testified! The second selective (16 minutes) followed almost immediately, and Les Watkin/Colin Francis were credited with being the only car clean. Pierson was next on 1.11 ahead of Roger Ducrocq-Slip's Escort TC on 1.28.

The petrol halt was in Clun at the garage of the same name, and provisional first half results were out very quickly, due primarily to the use of "summertime" time cards which were devised by Ron Summerfield a year or two back. Positions at the halt were Brookes 6.10; Thomas 7.19; Roberts 7.53; Cowell 8.22; Watkin 8.32 and Holbrow 8.56. Wright and Cabena retired their Minisport of Padiham Cooper S here with damaged steering after a slight off.

From the halt there was a string of time controls east of Felindre where Bryan Thomas had the manifold bolts come out on his Mexico, which left him a bit down on power. Richard Hudson-Evans/Kevin Gormley in the RHE-Team Optrex Escort RS1600 were also in trouble with a bad oil leak but by regularly topping up with oil they were able to continue.

The last selective was over the Long Mynd and it had to be shortened from its promised 24 min at the last minute when a marshal failed to appear. Brookes/Brown showed everyone a clean pair of heels on this one

to beat the bogey by 13 s, while next quickest was Holbrow 59 s down with Pierson third on 1.08. The finish was only a few miles away at a Little Chef cafe, north of Church Stretton.

KEVIN GORMLEY

1, Russell Brookes/John Brown (Ford Escort Mexico), 13 m 10 s; 2, Brian Thomas/Derek Tucker (Ford Escort Mexico), 17 m 29 s; 3, Frank Pierson/Tony Beddoes (Ford Escort RS1700), 19 m 59 s; 4, Andrew Holbrow/John Griffiths (Ford Escort Mexico), 20 m 55 s; 5, Ted Cowell/Julian Chitty (Ford Escort TC), 22 m 11 s; 6, Les Watkin/Colin Francis (Ford Escort RS1600), 23 m 26 s; 7, Mike Jefford/Lee Vincent (Ford Escort TC), 29 m 59 s; 8, Pat Burke/Terry Thorp (Ford Escort Mexico), 30 m 52 s; 9, Roger Ducrocq-Slip/Rodney Jones (Ford Escort TC), 30 m 56 s; 10, R. Davies/D. Roberts (Ford Escort RS1600), 34 m 02 s.

● Following their win on the Hereford Evening News Rally, Russell Brookes and John Brown have taken the lead in the Welsh Rally Championship with 38 pts. Second are Ted Cowell and Julian Chitty on 29 pts.

● With nine rounds completed in the RAC Autotest Championship, Trevor Smith (Sprite) has a healthy lead on 72 pts from nine events while Peter Noad (VW), has 58 pts from 8 events to hold second one ahead of Denis Beare (Sprite) also eight events. John Larkin (Cooper) is fourth with 54 pts from nine, David Tearle (Mini), is sixth with 51 pts from six rounds. The only driver with a 100 per cent record so far is Phil Darbyshire (Clubman GT), who has only done three rounds for a maximum of 27 pts.

● The Castrol/BT&RDA Autotest Championship lost another round last weekend when Morecambe CC cancelled their event because of insufficient entries. This is the second round in the north which has been cancelled this year.

Bevan tries Daf, wins in Naveb

The long-awaited appearance of John Bevan with his works assisted Daf 66 took place at the Forest of Dean Castrol/BTRDA autocross championship event at a new site at Lydney, Glos, last Sunday. Bevan did not win—in fact he did not expect to—but he found his new mount far more competitive than he thought he would.

Before a good crowd of holidaymakers Bevan, however, took BTd with his Naveb Special in 1 m 25.0 s, this time being 5 s quicker than John Watkins in his Mini-engined Special, who took the class. Tom Airey, who is not contesting the championship, and Mick Bird had identical times in the big Mini class, Airey taking the cash by putting up the time first and down in the mid-Mini class Frank Morris blotted his copybook to leave Roger Brunt to walk off with another win in his fibre-bodied Mini. Completing the brigade, Dick Garner sailed home by 2 s for his third win.

After his double defeat the weekend before, Martin Barnard managed to split the Porsche 911s of David Marston and Brian Evans with his Datsun 240Z in the standard saloon class, and he was only 0.4 s off taking the class from Marston. He continues to lead the class comfortably, however, from Muriel Banks (Cooper S).

Dick Garner, in collecting his third class win, had a best run of 1 m 33.4 s, disposing of Steve Williams by over 1½ s, while Tony Merridale (1300 Escort) collected his first class win, a handsome 2 s quicker than Dick Keen's similar car. The Escort domination was broken by Brian Ellis, who had third with his Anglia, to beat such worthy competitors as Bob Merridale who had already collected 15 points from two outings.

Once again the rear-engined saloons and sports cars were a pathetic bunch, with only nine cars turning up in the two classes. Paul Northall collected his second win of the season some 0.7 s quicker than Roger Dowson with whom he shares the Triumph GT6. These two were streets ahead of the rest, where Ron Easton (TVR Vixen) was third but 2 s down. John Button romped away with his 2.1-litre VW from Roger Burn's Imp to collect his third class win, but the consistent Burn, with four seconds and a win, leads the class by 6 points.

With 22 entries, the up to 1000 cc Mini class was the second largest of the day, but it turned out to be a benefit for Roger Brunt. With Frank Morris, his nearest challenger, suffering fuel pump failure, and an off-course excursion, Brunt waltzed home from Malcolm Cope by 4 s, the latter collecting his first

championship points.

Escorts again dominated the big conventional saloon class, with Mike Wyatt picking up his second class win in his RS1600, 1½ s ahead of George Warren (RS1600). John Clarkson found it was not his day in more ways than one and was a lowly third, 4 s adrift. His consistency, however—he has never been lower than third—gives him a 9 point lead in the class.

Nigger in the woodpile in the over 1000 cc Mini class this year is likely to be Tom Airey. Not a championship contender, Airey posted a rousing time of 1 m 31.9 s on his first run to leave everyone trailing by at least a second. Mick Bird, however, blasted round on his second tour to equal this time for second place, and the resulting six points has hoisted him to second in the class in the championship for leader Peter Rivers had a real off-day and was not among the points.

Naveb, as usual, was so much quicker than the rest, and Bevan had 5 s in hand over the diminutive special of John Watkins who clawed a good six points to close the gap on Richard Judge who stayed in Yorkshire while Howard Parkin's latest Cannonball collected third spot to keep him fourth in the chase for points.

BTd: J. Bevan (Naveb), 1 m 25.0 s. **Class winners:** D. Marston (Porsche 911S), 1 m 38 s; N. Garner (Mini), 1 m 33.4 s; T. Merridale (Ford Escort), 1 m 36.0 s; P. Northall (Triumph GT6), 1 m 35.3 s; R. Brunt (Mini), 1 m 32.1 s; M. Wyatt (Ford Escort RS), 1 m 34.5 s; T. Airey (Mini), 1 m 31.9 s; J. Watkins (JW Special), 1 m 30 s.

Another BTd man—Peter Harrold

There's nothing like variety, and that's what we're getting in this year's Castrol/BTRDA autocross championship, particularly among the BTd awards. Last Monday it was the turn of Peter Harrold (Volkswagen) to blast his way to a slice of glory through the glutinous mud at Upton Warren, near Bromsgrove, where Hagley & DLCC ran the sixth round. Torrential rain spoiled practice and the first runs, but the humid atmosphere dried the course rapidly and there was tremendous excitement in nearly all the classes where the lead changes hands time after time.

Harrold was in tremendous form, in conditions which demanded good starts. This was a feat many found nigh impossible but he simply rocketed away on each run, and his best time of 1 m 42.3 s beat the best of the specials by no less than 3 s while the best of his class opposition was ground into the mud by no less than 10 s.

Since the appearance of the Porsche 911S in the hands of David Marston and Brian Evans, things have not gone well for Martin Barnard's Datsun 240Z. He led at the end of the first runs but was finally relegated to fourth by both the Porsche drivers who in turn found power and embarrassment, and a neat drive from David Keevil (Mexico) gave him the class by a clear 4 s.

Southerner Richard Macdonald is a man to watch in the up to 870 cc Mini class, for he put it across class leader Dick Garner by 3 s, and Clive Holland also pipped Garner. Both Macdonald and Garner now have two class wins but with only three scores so far, Macdonald is some way down in the championship, where Garner has 40 points from six scores, and who in turn is a single point behind Roger Brunt who is the overall points leader.

John Bevan brought along the Daf 66 to take on the might of the up to 1300 cc saloon brigade and surprised them all by leading after the first tour. However, John boomed on his second run and was overhauled by Dick Keen and Bob Merridale in their Escorts. Keen was a happy man, for with a first and a second for his weekend work he is now in second place behind Merridale, the new class leader, the pair being separated by a single point.

Ten cars turned up to compete in the sports car class—a refreshing change—but the old school of Paul Northall/Roger Dowson (Triumph GT6) and Ron Easton (TVR Vixen) divided the spoils between them. Dowson and Northall tied for the lead first time round nearly 2 s up on Easton, but the wily southerner came good later in the day to pip the pair of them and score his first class win of the year. With Harrold pedalling away incredibly from each of his starts, the somewhat demoralised John Button just hung on to second in the rear-engined class with his 2.1-litre VW in front of G. Thomas, who shared the driving of the Autocavan VW of Harrold. Roger Burn was down to fourth a long way off the pace, but he hangs on to overall first in the class with 36 points to Button's 33. Harrold now has 22 points from only three outings but it's early days!

The Minis continue to grow numerically, and no fewer than 29 of them—surely the biggest entry in a Castrol championship event—battled in the up to 1000 cc class for points. Roger Brunt and Frank Morris got down to brass tacks from the start, Brunt leading initially by 1 s, with Malcolm Cope a healthy third and fairly close to Morris. Second time round Brunt improved by 6.3 s to throw the gauntlet straight at Morris who replied with an improvement of 8.4 s which gave him the class by 1.1 s. Cope, unfortunately, retired with a cracked cylinder head, and Geoff Silverster took third. Brunt and Morris now have three wins apiece.

After his troubles of the previous day, which included a brush with the law and a broken Transit towing unit, John Clarkson was delighted to pick up the prize money in the big saloon class. He had a comfortable lead of 4 s after the first runs, and although he could subsequently only improve by a fraction over 2 s he still hung on to hold off the flying George Warren who gave his Escort RS the gun and clipped nearly 5 s off his first run to take the runner-up position ahead of T. Greenhill's Anglia.

For the second time in 24 hr Tom Airey took the over 1000 cc Mini class, this time ahead of 27 other competitors. He led all the way, and his 1 m 45.4 s was fourth BTd. Malcolm Riches got among the prize money

and points for the first time as did Wayne O'Connor but Peter Withers was again an also-ran, but still hangs on to his championship lead.

The last and final place-swapping was among the specials, where John Watkins, who collected 15 points on the two holiday events, now heads the points challengers in the class. The little JW Special, not unlike a scaled down version of Naveb, pipped Howard Parkin (Cannonball) for the class by 0.2 s and Tony Fisher, thundering round in a rare appearance with Buft Mowog, gave the spectators a sign of the past as he collected third.

BTd: P. Harrold (Volkswagen), 1 m 42.3 s. **Class winners:** D. Keevil (Ford Escort Mexico), 2 m 8.1 s; R. Macdonald (Mini), 1 m 53.4 s; D. Keen (Ford Escort), 1 m 51.9 s; R. Easton (TVR Vixen), 1 m 52.2 s; J. Button (Volkswagen), 1 m 52.7 s; F. Morris (Mini), 1 m 45.7 s; J. Clarkson (Ford Escort), 2 m 0.0 s; T. Airey (Mini), 1 m 45.4 s; J. Watkins (JW Special), 1 m 45.1 s.

● Easy winner of the Dudley and District co-promoted autotest meeting at Great Bridge, near Tipton, Staffs, last Sunday was Peter Ballance in his 1275 GT, who totalled 198.5 s for the six tests, to win by 7 s. Mike Webb (Sprite) and Mike Styles (1293 Mini) were less than half a second apart in winning their respective classes.

Class winners: R. Bray (Mini), 267.1 s; M. Styles (Mini), 206.1 s; T. Hunt (Ford Escort Mexico), 221.7 s; M. Webb (Austin-Healey Sprite), 205.7 s; Novice: T. Moy (Mini), 302.0 s.

● After seven rounds in the BT&RDA Production Car Trial Championship Malcolm Hazlewood (Mexico) on 66 pts has a two point lead over last year's champion Bill Moffat (Imp), while Austen Rumney is third with his Cooper on 58 pts. First of the sports car men is Mike Harrison (Midget) with 57 pts in fourth spot and Alf Williams (Cooper) and Denis Wells (Skoda) occupy fifth and sixth places.

● Because they have venue problems Morecambe CC have cancelled their round of the Castrol/BT&RDA Autocross Championship on June 17, but the Billericay MC have agreed to run a round on the same date as replacement. All intending competitors should write to Mr T. Appleton, 24 Elm Parade, Elm Park, Hornchurch, Essex, or telephone Hornchurch 50600.

The Rochester MC autocross on June 24 has been deleted from the Castrol/BT&RDA Championship.

SANTA POD

The big rivals meet

At long last drag racing managed to get a days racing in without a spot of rain in sight, but this did not last throughout both of the two days' racing, as, once again, the end of the meeting had to be abandoned after some of the most exciting action ever seen in this country. With seven of the big fuel dragsters entered, it could hardly be otherwise, and the Sunday of the event had a qualifying run from one of the big cars every half-hour or so. The main excitement of the event was the first meeting of Skilton and Priddle in their respective new cars, and with the growing rivalry between the two, all eyes were on them. Skilton's car was much as it had been at the two NDRC meetings, whilst Priddle's Revell Toys-sponsored front-engined car was new to most, and fitted with a body since it's appearance at the Winternationals in February, where Dennis had qualified the car against strong American opposition, as had Skilton. The aluminium Donovan engine was immaculately turned out, and the car ran a healthy 7.27 s on its first full power blast, although the engine didn't sound as strong as it might.

Tony Gane drove the number two car on his first pass to a fine 9.3 s, shutting down well before the finish, and once acquainted with the car, returned later to hit a 7.7 s at 174 mph on his second ever run. John Siggery managed to coax a good 8.3 s from the Ford powered "Communter" now running somewhat better than it has for a long time, and fellow team-mate Allan Herridge took the big Race-owned "Firefly" to a 7.64 s at 191 mph. Mike Hutcherson ran to a good 8.39 s in Nobby Hill's car, not pushing too hard at that time to save the engine, and the other "new boy," Roland Pratt, took the Accles and Pollock car to his best ever at 7.68 s, 189 mph, another commendable performance.

So despite having a brand new car, Priddle was again on top. But sitting in the pits biding his time was Clive. It is probably not too well known that relations between the Raceway and Skilton have not been too good of late, and going into the event, they hit an all-time low. Whether he would actually run on was not certain, but the temptation was too great, and at around 6 in the evening, he came out "loaded for bear" and the number one spot.

His fans in the stands left no doubt about his popularity as he staged the car for the burn-out, and the billowing clouds of smoke from the spinning tyres hid everything as he pulled up to the line. Following the growth of the tyres as they spun through the traction compound, the car had a soft "bounce" in it as it staged, quite unlike any of the other cars, and the chassis and tyre design obviously link together to give the uncanny traction that the car has. On the green a solid blast of noise came from the big Chrysler, and he was gone, arrow straight without a wisp of smoke. The phenomenal start shook everyone, nothing has ever left the line as strongly in this country before, and if the motor had had a high percentage of nitro in it, it could easily have gone to the low sixes that it is capable of. As it is, a 6.74 s at 203 mph was easily enough to put him at the top.

As soon as Dennis saw the run, he readied the car for another crack at the number one spot, but his improved 7.1 s never looked as if it had the making of a six.

On Monday, the initial qualification pairings were for some reasons changed, but as both Clive and Roland had managed to get themselves well placed in the seven car field, Clive understandably took the matter to the RAC in one of the first protests seen in drag racing. They rightly upheld his complaint and the elimination was put back to its proper order.

Clive was out first with the bye run, again disappearing in an instant to shut off at around four hundred yards to a 7.4 s. Priddle and Gane were next, but after the burn-outs Tony lost fire and Dennis shut off as well so that both could restart. Firing up and coming straight out with engines getting very hot, Dennis rocketed away to a 7.2 s to 7.4 s, the Donovan engine still not sounding right, and apparently needing a larger breather on the fuel tank. The 30 per cent overdriven fuel pump was taking the fuel out faster than the breather could let air in to replace it. Next was Roland and Mike, and by now the crowd was going wild with excitement with run after run of the big 1500 horsepower cars. Hutcherson was the underdog for this one, but luck was on his side when Roly red-lit away a good chance, leaving Mike an automatic win as he made an easy run to save the motor.

The next, and as it turned out, last run of the day, was absolutely incredible. Thunder clouds had been gathering for some time, the air was full of an impending storm, and in seconds the light had gone to a foreboding gloom. Across the fields lightning struck in the woods, and down the fire-up road came Clive and Allan Heridge on the first semi-final. Following the further bickering and argument of the day, more than a race was at stake. Both went through their burn-outs and staged, both taking a lot of care in the new narrow beams. With a recent spate of red-lights, Allan was a bit cautious, but there was no way that the heavy Firefly could stay with Skilton's quicksilver start, the staggering "launch" opening up 30 yards almost before the other car was rolling. It was another six—a 6.8 s at 205 mph, though Allan got up to 210 mph in an attempt at catching up. At that moment the heavens opened again, and the meeting was called off in mid stride.

On Sunday, Mike Yun was strongly challenged by three or four potential winners as more of the STP Top Street cars got down into the low 13 s. The Rose brothers' 'Cuda made one run at a promising 13.8 s before breaking a rocker and then a starter motor, which side-lined them, and Mustapha Errol got down to mid 13 s in his HemiCuda. Adrian York showed up with friend Colin Mullen's engine in his Corvette. Colin had taken his 350 Chevy from Invader and sold the car after its axle-breaking wheelstand at the previous meet, and was down to drive a newly imported American stocker, this being a 427 Chevelle belonging to Richard Smith. Unfortunately the clutch on this expired after one run, but the 'Vette showed promise with some low 13 s despite a 3.3 street diff. At the end of the three rounds, it was the two joint leaders, Yun and Bob Oram in his indecently fast E-Type that faced each other, and poor Mike broke first gear coming off the line, leaving Bob the way to a great 13.1 s for the win. The second day's racing never got that far, but Yorke, John Arkinstall, Oram, and the promising Al O'Connor in his 383 Chrysler-powered Mk II Zephyr were all through, and all in the 13 s, so the final in a couple of weeks should be good.

Pro-Stock was again down to three cars, Pete Crane not being quite ready with his, and Keith Harvie sidelined with a broken tow truck the night before the event. Tony Dickson had at last fitted a line-block to his Duckhams Camaro, and joined in the fun of static burn-outs with Kevin and Gary. Kev again led with an 11.67 s, Gary was on 11.69, and Tony in with a best ever 11.71 s, the burn-out shaving a 10th from his previous best. Kevin took the bye at a great 11.05/129 mph and Gary managed to pull back from a hole-shot by Tony with an 11.4 s to 11.94 s, this after he

had inadvertently started in second gear in the automatic box. In the final, Kevin really pulled out the stops to a stunning 10.98 to beat Gary's good 11.32 s, but once again it was at the expense of a prop and gearbox at the top end.

By the following day, this was repaired, with a box borrowed from Keith Harvie, but on his qualifying run the engine started missing to a 14 s, Gary ran an 11.14 s and Tony another 11.7 s, definitely feeling the pinch with an uncompetitive engine.

Dave Stone took a best-of-three match over Phil Elson on Sunday, running 8.71 s, 8.63 s and 8.61 s to defeat the bigger blown car that still suffers from handling problems although having immense potential. Dave's times were the best yet this year for the injected Chevy car, but in the first of a repeat three rounds on Monday a head gasket blew on the line—leaving another unfinished match.

The Senior Comp class was also very lively, Bob Messent pulling a big wheelie and going all over the place before breaking a drive shaft in the immaculate Jag-powered Strip-tease. Although most in the class improved, Pete Smith's Buick-Falcon got down to an 11 s on Monday, and Phil Carlyle's Viva-Chev to an 11.8 s.

● Another superb drive by championship leader Mike Flather and a healthy scrap between Mike MacDowel and Richard Thwaites for BTD were among the highlights of an enjoyable fifth round of the Castrol/BARC Hill Climb Championship organised by BARC (SW Centre) at Gurston Down on May 20.

Flather, in his blown Mini, went even further ahead in the championship after collecting another 10 pts with a new class record in the up to 1000 cc class and John Meredith, with his unblown model, also kept up the challenge on Flather by bettering his previous best time at the course by nearly two secs.

BTB: R. Thwaites (McLaren M10B), 32.43 s. Class winners: M. Flather (Cooper), 42.23 s; T. Miles (Volvo 122S), 49.10 s; D. Dare (Mini), 45.88 s; A. Boyle (Cooper S), 40.91 s; N. Adams (Cooper S), 40.02 s; G. Brooker (Elan), 43.26 s; T. Brown (Cobra), 39.54 s; T. Bean (Midget), 44.51 s; N. Green (Cobra), 38.04 s; I. James (Mallock U2), 38.96 s; T. Sims (Terrapin), 40.12 s; B. Alexander (Ginetta G16), 38.23 s; C. Moyles (Cooper-Norton), 42.55 s; R. Willoughby (Brabham BT15), 36.66 s; S. Elton (Brabham BT30), 36.49 s; M. MacDowel (Brabham BT36X), 33.23 s.

● York MC attracted a full complement of 60 competitors for their Thixendale autocross on Spring Bank Holiday Sunday, and the usual needle match between Richard Judge and Patrick Hawkyard for BTB was resolved in favour of Judge who won by a clear 2 s in his RJS Special against the Flymo Mini. Hawkyard went some way to redeeming matters when he won the knock-out.

Only two other drivers got below 1 m 50 s, Leo Panitzke in his Escort RS in 1 m 48.5 s, and the flying Chris Fishwick in his 1340 cc Mini who did 1 m 49.6 s on his only run.

BTB: R. Judge (RJS Special), 1 m 46.5 s. Class winners: R. Pilmoor (Mini), 1 m 51 s; R. Manson (Hillman Imp), 1 m 51 s; A. Forrest (Ford Anglia), 1 m 54.7 s; L. Panitzke (Ford Escort RS), 1 m 48.5 s; J. Forrest (Ford Escort GT), 1 m 52.5 s; Y. Hodgson (Mini-Cooper S), 1 m 54.7 s; C. Fishwick (Mini-Cooper S), 1 m 49.6 s; P. Hawkyard (Flymo), 1 m 48.6 s. Ladies' award: Mrs. J. Wilson (Volkswagen), 2 m 0.3 s. Novice award: M. Smith (Ford Escort TC), 1 m 51.4 s.

● Tony Harrison from Solihull scored his first sprint success of the season at Curborough, last Sunday when he took his Brabham BT35 to a comfortable BTB at the 432 MC meeting which attracted 78 competitors. Harrison did 32.8 s to win by a clear second over Richard Wallinger (Sceptre) who was one of three drivers to set new class records in the classes run by the Association of Midlands Motor Clubs. The other class records are now held by Mike Overton (Marcos), who achieved 36.6 s and John Hinley (Landar) who did 37.5 s.

BTB: T. Harrison (Brabham BT35), 32.8 s. Class winners: D. Woodward (Hillman Imp), 43.2 s; D. Hardman (Clubman), 38.7 s; N. Adams (Mini-Cooper S), 36.3 s; R. Hand (Ford Anglia), 38.0 s; H. Shepherd (Jaguar E), 39.4 s; M. Overton (Marcos), 36.6 s; J. Hinley (Landar), 37.5 s; R. Wallinger (Sceptre), 33.8 s; R. Turnbull (Alexis), 34.3 s.

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- 1970 Escort Twin Cam. 1800 cc £1145
- 1969 (series) Scimitar GTE. Golden sand £1495
- 1969 Peugeot 504. Blue £995
- 1971 Fiat 125 Twin Cam £995
- 1973 Lotus Europa Twin Cam Special. Tawny/oatmeal. Tinted windows, alloy wheels. 5-speed. 1100 miles £2395
- 1970 Mini 1275 GT. 1 owner £675
- 1968 (G reg) Alfa 1750 GTV £1095
- 1971 Elan Sprint FHC. 1 owner £1595
- 1967 (F) Lotus Cortina Mk 2 £525
- 1971 (K) Escort Mexico £995
- 1970 (J) Elan +2S. One owner. White £1695

Large stocks of Lotus and Scimitar parts.
Service and repairs by works trained staff.

WHARF GARAGES, STOKE-ON-TRENT
Tel.: 48361-47623

Mazda and Lotus go Vroom

NEW CARS

- Elan +2s 130/5. Tawny or lagoon. List price
- Elan Sprint DHC. Yellow. Radio. Special offer £2250
- Europa Special. Red. 4 speed, radio, alloy wheels. Special offer £2325
- Europa Special. Yellow. Radio. 5-speed gearbox. Special offer £2425
- Mazda 1300 saloon and estates. Yellow and white. From £1105
- 818 saloon coupe and estates. Choice of colours. From £1310

6 coupes, 1800 saloons List price
RX saloons and coupes. From £1650

USED VEHICLES

- 1970 (J) Europa. Yellow. Nice condition £1195
- 1972 (L) Europa twin cam. Red. Radio. Low mileage. Alloy wheels £1785
- 1972 (L) Europa big valve special. Lagoon blue champagne interior. Alloy wheels. 6,000 miles only £1885

MANY OTHER SPORTS AND SALOONS
IN STOCK.

Eric Sayer's Sportscars



Eric Sayer (Cambridge Sports Cars) Ltd., 10-12 High Street,
Fulbourn, Cambridge. Tel: Cambridge 880711.
Lotus and Mazda main dealers. Open all week except Sunday.

(54562)

1972 (May) BMW 3.0 CSI

Baikal blue with tan upholstery. PAS, electrically operated windows. HRW, Blaupunkt radio and stereo. 3,650 miles only from new. Today would cost over £7,000. Price £5,250.

Tel: Sutton Courtenay 521
after 6 p.m.

TVR

TUSCAN, 1970. Finished in ultramarine blue. Regularly serviced. 21,000 miles. Overdrive, alloy wheels, radiomobile stereo 8, Dunlop SP Sports. Unblemished inside and out. Used only as second car. £1250.

Taylor.
Tel: 01-524 2739, after 7 p.m.

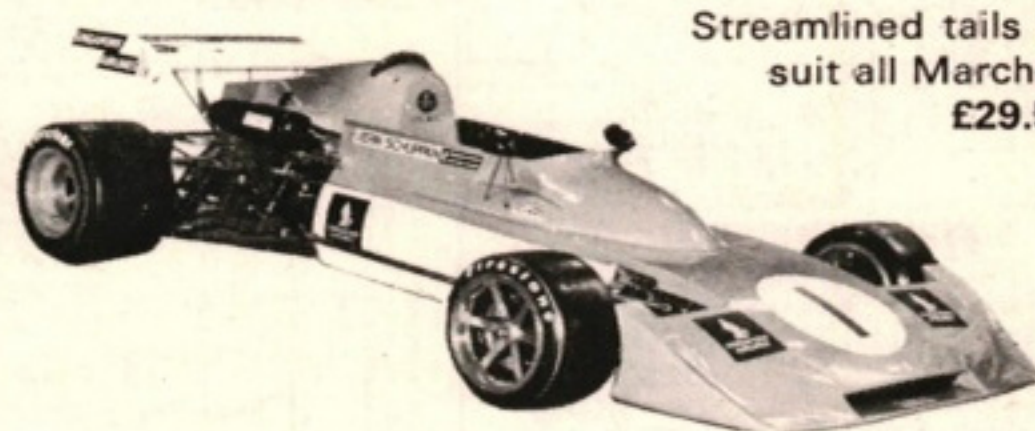
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1968 FORD D200 TRANSPORTER.
Diesel, side roller doors, built-in folding ramps, workbench, winch. Under 3 tons. Offers.



SCHUPPAN FALCONER MARCH body kits to suit all March cars. Kit includes radiator, water rails and all fittings.
£285.



Streamlined tails to suit all Marches
£29.50

Tel: East Horsley (04865) 3060 (Vern Schuppan)
or Epsom 22234/5 (Dennis Falconer)

Also secondhand B33 and B37 Firestone slicks, 1 set B36 wets and 1 set March wheels, 10in and 14 in.



**ALEXIS
18B**
EX TEAM
ALEXIS

Lap record holder. Maintained by Formula 1 mechanic. Complete with trailer and spares including wheels, ratios, engine, gearbox and suspension parts. Tow truck available.

£850 or will split or swap

Tel : 01-592 7300 ext 2422 (day), 01-390 2401 (evening)

RACING ESCORTS

Full race Escort T/C. All steel, dry sump motor. Abbott/BRM head, 45 DCOE's, 8 1/2/9 1/2 Minilites, as new Dunlops, discs all round, fully rose jointed, adjustable suspension with Abbott rear set-up. Foam tank, full roll cage, etc. An immaculate car, only just completed and only done one race. Engine just Dyno-tested, 170 bhp. £1,350 complete, or rolling chassis £975, engine £425.

ALAN MANN'S XOO 346F

A rare opportunity to acquire this famous Alan Mann built Escort. Complete rolling chassis with nearly new rocket box, Minilites with nearly new Dunlops. Discs all round, diff, oil cooler, fully adjustable, sophisticated suspension. This car only needs an engine to be ready to go and win! £1,095. Damaged Escort shell, reasonable condition. Ideal for space frame Escort, £25. 2 L/S diffs, complete with cooler take offs, £50 each. 1200 Anglia tailshaft, £5. Steel crankshaft billet, £5.

Possible HP and part exchange available.

C. Wray,
FRECHEVILLE SERVICE STATION,
Birley Moor Road, Sheffield.

Tel: 0742 390884 (day), 0742 364960 (night), Harrogate 61803.



MRE (Racing Services) LTD
STATION ROAD, BOURNE END, BUCKS
TEL: BOURNE END 22802

CAR

Lotus 69 Atlantic. B. Hart engine. Just rebuilt. FT200 box. Set of rims fitted intermediates. This car is immaculate and ready to race £2,500 ono

ENGINES

BDE Cosworth/Novamotor F2 ex W. Fittipaldi. Once race since rebuild ... £1,250 ono
Rowland F3 T/C on carbs £350 ono
FF engine. Brand new, built by JM Developments £375

GENERAL SPARES

BDA head (Alan Smith) big valves complete valves and springs, £250; BDA cam carrier bronze bushes fitted C. Steele cams, £75; steel T/C 3-brg crank F3, £50; 1 set Vegantune pistons F3, new, £30; A2 Cosworth cam, new, £16; 1 pr CPL2 Cosworth cams, new, £38; 5 FVA pistons, £5 each; 1 Cosworth side oil pump s/h, £25; 5,000 rpm rev counter, £8; T/C front cover, £5; 1 set BDA valves s/h, £8; new 6.31 cwp FT200, £28; Lotus 69 nose cone, £30; BT38 nose cone, £25; BDA down under exhaust, £35; 1 pr new Dellorto jetted 1600 TC, £55; 1 Intertech 10 1/2 in steering wheel, new, £9.20; new rear mounted oil tank, £25; new Hewland Mk 8 LS diff, £50; non lipseal dry sump new upright engine, £17; Chevron B17 rear w/bone, £8; Lotus 69 lower front w/bone, £10; 1 pr top front Lotus 59 w/bones, £16; 2 BT21 lower front w/bones, £8 each; Lotus 59 rack, £25; 2 Armstrong dampers and springs 22246/45, £9 each; BT35 L/R w/bone, new, £10; 1 pr March 723 r/uprights, £50; 1 Cortina Weber twin choke 32 DFM, £9 new; 1 pr Holbay F3 cams, £25; front mounted oil pump, £29; 2in FT200 adaptor plate, £8; 1 pr Brabham type Hewland side plates, £14.

WHEELS & TYRES

1 pr 14in Lotus 59, £70; 1 pr Lotus 69, £60; 1 pr Lotus 8 1/2 in, £50; 1 MEL BT38 10in, £35; 1 pr 12in Lotus 69, £50; 1 pr repaired BT38 8in, £50; 1 10in Brabham repaired, £30; 4, 8in March, £30 each; 1 set B24 10 x 23 x 13:7.6 x 23 x 13; 1 set Goodyear wets suit 10in, 12in, £50; 1 set B17 treaded suit, 10in, 12in, £35. Many odd B24, B33, F3 and F2 sizes in stock. MRE (Brabham) 14in rims, new, £65 each.

Stockists of Varley batteries, Ampeg joints, Hylomar, Bendix pumps, Dellorto carbs, Armstrong dampers, Lucas, Hewland, Cosworth, Willian belts.

ALL PRICES QUOTED ARE EXCLUSIVE OF VAT

DATSUN 240 ZG

THE ONLY ONE OF ITS KIND
OUTSIDE JAPAN

This unique and exciting car is regrettably for sale as a complete project. Full Group 4 specification, built for Le Mans, including FIA-approved bag tank and Gravinier system. 270 bhp motor. Over £3,500 spares direct from States (all duties paid). Includes engine, full set of panels, wets, slicks, intermediates, 12 Minilites, CWP's, etc, etc.

Several publicity and sponsorship leads and a mass of technical information learnt from Tokyo and the States would be included.

This car finished 10th in its first European GT Championship round and there is a lot more to come.

Tel : Inkpen 373 (Near Newbury).

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WANTED

CanAm/Interserie Car and/or Engine

Please write to:

Box No 2001, Autosport, with details and price required.



DICK PARSONS'
FORMULA FORD
ROYALE RP3A

1st at 1973 Silverstone GKN/Daily Express meeting
1st at Brands Hatch BOC round 4th March 1973
Currently leading STP Formula Ford Championship

Complete and ready-to-race. Extremely competitive. Rear-mounted oil tank and cooler. One spare set of wheels and three spare sets of tyres. Mk. 8 Hewland gearbox. Spare ratios. Complete set of new rose joints. Spare set of engine mounts. £1,450

Telephone: Bracknell 3111 Ext 227 (day)

Crowthorne 2521 (evenings)
(19312)

TEAM ENSIGN

Colin Vandervell's Potterton works S3 car. Second in Shell S3 championship. Updated to 1973 specification. This car has only been raced 12 times and is in immaculate condition. With or without engine.

Serious offers considered.

Tel: 01-499 6632 (office).

(54547)

A. J. RIVERS RACING LTD.

urgently require a **SKILLED RACE MECHANIC** to prepare race-winning saloon car for European long-distance events.

Tel: 01-743 3591 or 01-749 0367,
for appointment.

(63671)

APPOLLO LIGHT ALLOY RACING WHEELS

SAFETY BEADS ON RIM AS PER F1
QUAD SPOKES FOR STRENGTH AND EFFICIENT
BRAKE COOLING
POLISHED RIM
RESISTANT TO CORROSION
LIGHT AND STRONG

Competitors' discount available

Machined to exacting standards by F1 wheel manufacturer

Sizes and prices (INCLUDES VAT)

6½ in x 10 in £16.45

7½ in x 10 in £18.65 As used by Peter Baldwyn—
999cc Mini

7 in x 13 in £21.45

9 in x 13 in £22.55 As used by Andy Barton—
1000cc SCA Mini

Set of 16 nuts and washers £4.95

Carriage per wheel 55p
(England, Ireland, Scotland, Wales)

Trade and export enquiries welcome
Dunlop racing tyres available (fitted and balanced FOC)

WORLD WIDE RACING SERVICES

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Tel: Colnbrook 4102.

FOR SALE

1 Lola T330. 4 races. Immaculate condition. As rolling chassis with one complete set of wet weather wheels and assorted gear ratios. With specialised body work £5250

2 as new ready to race Bolthoff fuel injection engines. £3250 each.

1 enclosed 4-wheel trailer. Immaculate condition. £500

1 Transit Van—crew bus. Excellent condition. 34,000 miles. £800

Also miscellaneous parts available. Price to be negotiated.

For details, please contact:

COLIN HYAMS MOTOR RACING PTY LTD.

3 Audley Square, London W1Y 5DR.

Tel: 01-499 6761

(63675)

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LOW COST RACING LTD.

Suppliers of cars and Specialist Equipment to the Club Racing Enthusiast

OFFER THE FOLLOWING RANGE OF CARS

LOLA T55. This is the well-known Hill-climb car, ex Peter Stahl, and is complete with 5-speed Hewland gearbox and twin cam engine. The whole car was rebuilt last winter and is now near immaculate condition. Class winner at Gurston last year **£895**



BRABHAM BT21

We have most of a BT21! It is on almost new rolling chassis but less wheels and tyres and rear uprights. The chassis has been re-jigged and re-stoved and the basic condition is well above average. **£450.** (Similar to photograph)

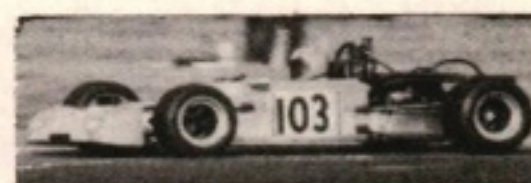


HAWKE DL10

New this year and only completed about 6 races from new. In immaculate condition and complete with new Scholar motor and Mk 8 box. Only for sale due to business commitments forcing the owner to postpone a serious FF season. Ready to race tomorrow! **£1650**

HARRISON KH4B

Race winning F4 car and can win again. Rebuilt Pollard Imp 998 cc engine and Knight Imp gearbox. Would make excellent hillclimb or F4 car. Only one year old and complete with Tyrrell nose, rear wing and set of new wets. Good value at **£955**



ENGINES

Vegantune FLC—Fuel injected twin cam in rebuilt condition and complete. A fabulous motor for Hills, Libre or anything quick. Cost £1400 new. Accept **£750**

BRM Phase 4—Twin cam, complete with twin Webers and ready to install **£450**
Twin Cam 1650 cc modified to half race spec **£175**

Holbay fuel injected F3 motor in excellent condition and complete with clutch, air box and fuel injection equipment. Recent rebuild **£450**
Downdraught Cosworth 1500 cc—Non crossflow engine, dry sumped and in good order (less carbs) **£200**

BMC 1098 cc—Modified Sprite engine with new nitrided crank, new comp head, 731, Duplex and new Shorrock C75 blower. All set up and ready to go **£200**

1100 cc Ford short engine—Cosworth block, steel caps, Hepolite pistons, 85 mm, 105E crank **£45**

1000 cc Ford short engine—Cosworth block, steel caps, 105E solid crank, MAE pistons, 125C rods **£50**

1650 cc—'L' block to 85 mm with new crank, rods and new Hepolite pistons. Centre strap. A6 cam. Complete engine less head **£75**

SPARES

Holbay MAE block in good condition **£40.** Ford 1500/1600 full race s/d head, **£45.** MAE cranks from **£40.** 1600 cc steel Clubmans crank, **£60.** 46 IDA on manifold, **£30.** Twin DCMS, **£70.** 28/36, **£5.** New dry sump pump, **£35.** New oil tanks, **£25.** Bendix, **£8.** MAE clutches, **£30.** FVA block, **£25.** Set Hepolite 81mm pistons, **£10.** Various other spares in stock including body parts. Stockists for Cosworth, Borg and Beck, Champion and Varley. New Varleys—white top **£18**—green top, **£20** + VAT. Trackstar helmets—new **£22.**

OTHER CARS

NEMO—Rolling chassis, brand new monocoque and needs riveting, but all there, less wheels and tyres **£375**

F4 TYPE—Home built monocoque with 4 corners and suspension—no wheels **£75**

ALEXIS FORMULA FORD. Rolling chassis in very good condition and complete less engine and gearbox **£425**

WHEELS & TYRES

2 x Chevron 9in	£27 each
2 x Brabham 11in (5 1/2in inset) new	£44 each
2 x Lotus 59/69 12in	£60 pair
2 x March 8in	£25 each
Set YB33 slicks (8.0 x 22 and 11.3 x 23), almost new	£60
Set Goodyear slicks, similar to above	£60
Set Goodyear Formula Atlantic Intermediates	£50
Set 7.6 x 22 and 10 x 23in YB24	£50
Set Dunlop 4.25/9.50 and 4.50/11.60 in 350	£45
Set Dunlop wets to fit 8s and 10s. 356 compounds	£50
Set Dunlop 4.25/9.50 and 5.30/13.50 in 356	
Many other sundry Dunlop 5.50 Ms, etc, from	£5 each
Several F3 size YB24s and YB33s from	£5 each
Many YB11s, YB17s, YB24s and some 356 Dunlops in various sizes from	£8 each

ROAD CARS

1967 MG MIDGET. Wire wheels. Finished in white, new hood. Excellent condition. 29,000 miles from new and only 2 private owners **£495**

VAT

Please note that all prices in this advertisement do not include VAT with the exception of the cars and rolling chassis where the price quoted includes VAT.

Phone Farnham (Surrey) 6666 or call at:—

**LOW COST RACING LTD., WRECCLESHAM ROAD (A325),
FARNHAM, SURREY**

(63762)

FORMULA FORD

HAWKE DL9, ex-Syd Fox. Completely race ready with fast 1971 Scholar, new Hewland Mk 8 gearbox. Potential race winner. Sensible offers. Hawke DL2A chassis, £25. Chromed exhaust, £15. Varley battery, £10. Tel: Linsithgow 2831 (Scotland) after Saturday. (22)

VIXEN FORMULA FOUR, fitted with Carter Imp engine with Knight box. This car has been resprayed in lime green with black. Mechanically this car is perfect in every way. Must be seen. 1995. Tel: Fleet 2100 9am-6pm, 4083 after 6.30pm. (22)

ALEXIS FF MK 15 SPECIFICATION. Ready to race and complete with spares. Rebuild just finished. Ideal chance to start racing with a cheap, competitive car. Must be sold this month. £625 ono. Part exchange, what have you. Peter O'Sullivan. Tel: Hagley 4322 (Worcs). (22)

DUE TO UNFORTUNATE BREAKDOWN IN SPONSORSHIP, Hawke DL2A/B for sale. Brand new Vegantune motor, first class condition. Many spares, trailer if required. £1,300 ono. Tel: St Helens 21862 (Lancs). (22)

ALEXIS MK 18B rolling chassis. Very neat car with various spares, all new at rear with F3 set up. Tel: 01-472 9879 evenings. (22)

CENTAUR FF, complete, ready to race. Proved competitive with novice driver. Mk 6 gearbox with all new inners. Tel: Hewood 66585 or Tottington 2974 (Lancs). (22)

HAWKE DL10 (Rowland). 2 sets of wheels, spare battery, etc. This car has won 7 times at Brands and only needs a good driver to win again. £1,495. Tel: Norwich 618273 evenings. (22)

WANTED. Merlyn Mk 17 OR 20, or would consider 11A. Must be clean and straight. Cash. Tel: John Worthing 200071. (22)

F5000

MARCH 72A/1. F5000. Unraced. Morand engine, DS300 gearbox. New Goodyears, Grainer, air scoop, aeroflows, etc. Whole car in as new condition. Owing to loss of sponsorship car is being offered at a fraction of cost. £3,500 ono complete, p/x road or race car considered. Tel: Radstock 3285. (21)

RACING CARS

LOLA T55 EX F2 CAR. Just finished complete rebuild. Fitted Lotus TC 5 speed transmission, aeroflow, bag tank, transistor ignition, wets and dries, beautiful condition throughout. Offers around £1000 or swap for sports/GT F Ford or WHY. Tel: Glyn Jones or John Parkin on 01-820 4702 or 01-660 2953 (evening). (21)

CHEVRON B17C, Dunlop slicks, bag tanks, wings, R70 Holbay 1000 cc, Mk 6 Hewland S.S.P.D. LSD with 1966 Bedford Transporter. Will deliver to customer. £1,200 ono. Tel: Bangor, N. Ireland 61796. (22)

RACING SALOONS

IMMACULATE 1298 cc MINI COOPER. One race since complete rebuild. Weber 649, Power-Lok diff, SIC, CIR gears, Hardy Spicers, Firestone dries, Dunlop wets. Competitive car, ready to race, £695. Tony Dixon. Tel: 01-654 6610. (22)

FULL RACE COOPER 'S' 1293 cc. SCCR gearbox, lsd, big value head, etc. Lightened 1970 bodysell, coil spring rear suspension, dry revolution Mambas and wet steels. A competitive car, complete with trailer. £450 ono, p/x road car, cash, either way. Tel: 061-428 6772 evenings. (21)

SPORTS RACING CARS

UNUSUAL TUBULAR BODY CHASSIS UNIT, lhd, 7ft 9in wheelbase, torsion bar suspension, unknown make. Possibly historic. Tel: Goudhurst 303 (Kent) mornings. (23)

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racing cars - engines - gearboxes - spares.

RACING CARS—F5000

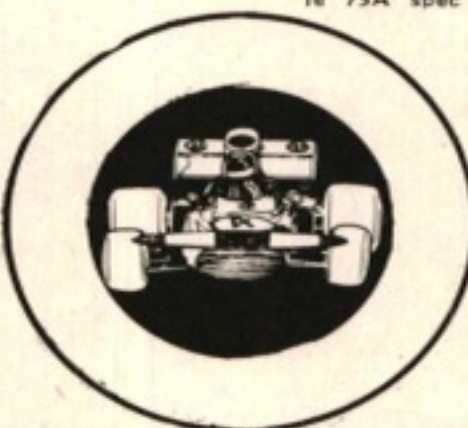
MARCH 721X. Being fitted with F5000 rear end. Chevrolet and DG front radiator. new type nose etc. All new parts.
MARCH 721 F1/F5000. Chassis No. 1.
MARCH 721 F1/F5000. Chassis No. 3.
MARCH 721 1/Eiffel.
 The above cars are all fitted with Chevrolet full house engines, DG900 Mark 2 gearboxes. Extensively rebuilt with brand new suspension components etc and front radiators.

RACING CAR SPARES

Ventilated discs 12 1/2 in dia. All types to F/Ford 8 1/2 in dia. Oil and water radiators to suit all types of racing cars. £20-£35 each. Big bag tanks. £23. Oil tanks, water tanks, alloy catch tanks. From £3 each. Alloy calipers, suit F3, small sports cars, etc. Girling. £15-£20 pair.
 Single Seater bodywork. Super Vee Hawke Chassis, F/F Chassis. Hawke, Palliser and Lotus all new. Hawke, £50 each. Palliser £50 each. WDF1, WDF3.
 F/Ford crossflow exhausts, £8 each. Chev F5000 exhaust systems. Dampers, new and secondhand. Konis, alloy and steel. Armstrong and Girling, F/Ford to F5000. New and secondhand. From £10 per pair. March spares, radiators, uprights, wishbones, etc. Palliser spares, radiators, uprights, wishbones, etc. Lola spares, radiators, uprights, wishbones, etc.

WANTED

FT 200 casing and end cover. DG 300 casing and end cover. LG 500 x 600 casing and end cover. Any Hewland gearbox parts bought for cash, must be in good condition. BRM 2-litre V8 spares. TC Climax FPS. 2-2.5-litre any condition, but must be a reconditonal prospect.



MARCH 708. F/F rolling chassis. £325. Palliser F/Atlantic, bag tanks, wings etc. Just rebuilt. £850. Palliser F/Ford WD F1. Brand new and unused. £600. Rolling chassis March 703. Specially modified for Atlantic Bag tanks etc. £850.
MARCH 725. Ex-Jody Sheckter/Luck/ Strike sports cars. Chassis being rebuilt utilising new components all the way through. Can be fitted with 2 litre V8 BRM and FG 200 or all steel twin cam 1600/1800/2 litre engine.
1969/70/5 March Prototype F2 libre chassis nearing completion with Lotus 69. F2 suspension (magnesium) with either side or front rads, wings etc. £750. Meryin 9A Monoposto. Hill climb car, rolling chassis. £450.
MARCH 72A. Ex-Cannon-Rover chassis being rebuilt, using wide based suspension, ie 73A spec with Chevy or could be supplied with V8 BRM for libre.

GBARBOXES

DG 300s Mk I and Mk II, £300 each. LG 600. Brand new £275. LG 600. New case 90 per cent new parts. £265. Mk 6 F/Ford, rebuilt, in good condition. Lotus side plates, rubber drive flanges. £165. Mk 6 F/Ford, rebuilt, in good condition. Brabham side plates. £165. FT 200, rebuilt, in good condition with Ford adaptor, special drive units. £300. Lotus Renault type 330, brand new, suit F/F or Monoposto, hill, sprint cars. £70 each with Ford crossflow adaptor plates. 6-speed ERSA Knight in new condition with Ford adaptor, second box for Chevrolet 302, new, boxed £40 each.

ENGINES

Ford Crossflow F/F Steele. £130. Set of 8 new GM pistons, high performance. £50. Set new GM competition high performance rods. £40. Hewland Mk 8 F/F Brabham side plates. £200.

WANTED

Racing car spares, current or old
 Must be in good condition.

WORKS 01-952 0602

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WE ARE NOW OPEN AND ABLE TO RACE
 PREPARE ENGINES, GEARBOXES, CARS, ETC.

9am 6pm

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Follow the leaders at Le Mans 1967, 68 and 69. Make life smoother for yourself. Let us balance your engine 48-hour service.

Also: Drive shafts—Armatures—Propellor shafts
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(TC)

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The complete balancing service including crankshafts, prop-shafts, rods, pistons, Tuftriding, reboring, grinding, surfacing, line boring, pistons, gaskets, bearings, cams in stock.

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At our new factory we shall have more room to carry out your cylinder boring, crank grinding, balancing, including V6, V8 propshafts, rods and pistons, Tuftriding. Supply three stages of heads and cams, race engine parts, pistons, bearings, gaskets, etc.

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(TC)

CAMSHAFTS

BDA RALLY CAMS, as used by Ford in "Monte." Few pairs only. BDA, F1, BDA phase III, twin cam phase IV, phase III. Ledar. Tel: North Luffenham 402.

(22)

CARBURETTORS

DELLORTO CARBURETTORS. For details, your local agents, service or spares. Contact Developments, 27 Adam and Eve Mews, London W8 6UG. Tel: 01-937 1450.

(TC)

WEBERS

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 364 CRICKLEWOOD LANE, LONDON, NW2 2QJ
 Tel: 01-455 3039

(TC)

Reece fish carburettors
Reece precision camshafts
 Beeches Avenue, Carshalton, Surrey. 01-647 3646
 Factory: Clifton Road, W. M. Linton, DE13 7CJ 0430 51976

CAR SEATS

ALL TYPES high-class bucket and reclining seats also rallying seat covers. Distributors: Motortune Ltd, 250 Brompton Road, London, SW3. Tel: KENSington 1166

(TC)

COACH PARTY

LE MANS, 1973. Reclining seat coach party, few places available at £20.50 inclusive. All travel Cobham, Surrey to Cobham and Tribune enclosure ticket. Tel: Cobham 4715/4660.

(23)

ENGINES

BDA TWIN-CAM
 FOR THE DEVELOPMENT & RE-BUILDING OF THE ABOVE ENGINES. "Contact" dave smith eng. Ltd., Lotus specialists, 214a Wanstead Park Road, Cranbrook, Ilford, Essex. Tel: 01-554 6194.
 Stockists of Cosworth & Lotus spares. Complete engines. Also a proud user of
Snap-on Tools

LOTUS TWIN CAM reconditioned engines. Block £60. Head £50, complete £100. Fitting service. Standard or modified engines, spares. Tel: 01-561 6594 or 01-574 8586.

(TC)

SAVE £150. Brand new Hartwell 998 cc Rally engine. Lightened and balanced short engine with Tuftrided crank, lightened rods, flywheel and competition clutch assembly. Large capacity sump, fully modified cylinder head, 1.4 inlet and 1.125 exhaust valves. R.20 camshaft and matching 360 distributor. Deep alloy pulley set. Twin 40 DCOE Webbers with competition air filter fitted to combined inlet-exhaust manifold with link pipe and cross mounted silencer kit. Now only £400 plus VAT. Contact: Monty Peters or Ray Payne, Team Hartwell, Holdenhurst Road, Bournemouth. Tel: Bournemouth 26566.

(23)

PHASE 4 BRM TWIN CAM, 175 bhp, 45 DCOEs, Delong cams, F2 clutch, spares. £500. Details from Woody Harris, Gomm Metal Developments, 10 Manor Road, Old Woking, Surrey. Tel: Woking 64876.

(22)

HOLBAY CLUBMANS, 1972 ENGINE. Just rebuilt, only one race since. Offers. Tel: 01-767 0959 day time office hours only.

(22)

F ATLANTIC BDA ENGINE. Racing Services, BRM new, unraced, cost approximately £1,760. Due to change of plans, £1,150 ono. Radstock 3285.

(22)

EXCHANGE

EXCHANGE.—Racing 5 rolling shell, coil spring rear, wets, dries, professionally built, 75 bhp, 850 motor, SCCR gearbox, value £400—for monoposto clubmans why—or sell £350. Tel: St Helens 32231.

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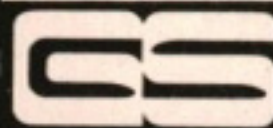


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Transmission: Single dry plate clutch, 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.29, 1.99, and 3.12 to 1. Hypoid rear axle, ratio 3.73 to 1.

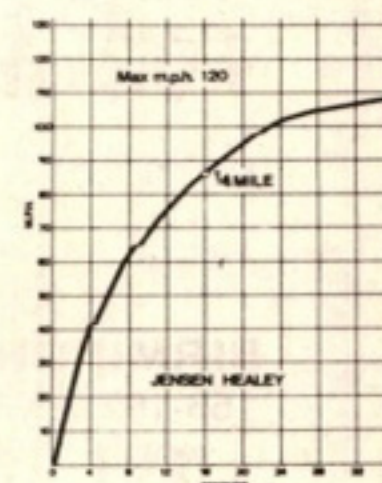
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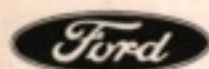
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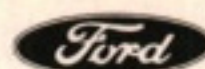
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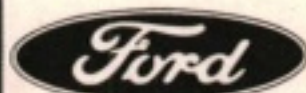
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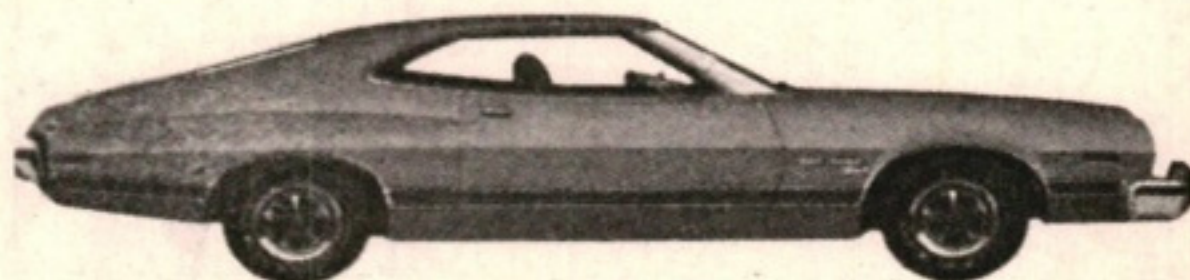
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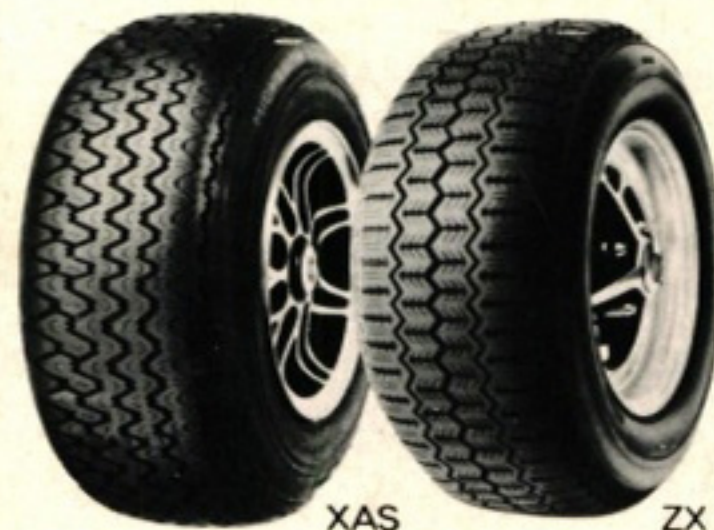
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